

OCTOBER 13, 1950

LONDON SHOW GUIDE

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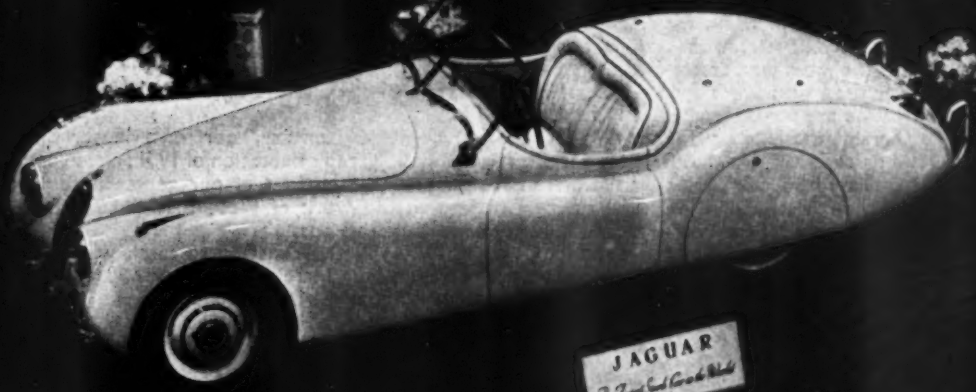
9^D

The Autocar

FOUNDED 1895

LARGEST CIRCULATION

JAGUAR



THE CENTRE OF ATTRACTION AT NEW YORK . . AS IT WILL BE AGAIN AT EARLS COURT

STAND 170

JR v.954 Oct. - Dec. 1950

THE AUTOCAR, OCTOBER 13, 1950



Reproduced from the Official Catalogue

From the
Crystal Palace
in the
year 1851 to



EARLS COURT 1950

The path of the pioneers has been blazoned in the exhibition of their inventive genius at great shows and trade fairs, both national and international, throughout the ages.

One of the most memorable of these was the Great Exhibition of 1851, which brought visitors from all over the world flocking to the Crystal Palace in Hyde Park, and the centenary of which we in our generation are to commemorate in next year's Festival of Britain.

To us in the Motor Industry—giant of the twentieth century, our own Motor Show this October seems in the nature of a curtain raiser for the grand celebration of 1951; and in presenting our Girling products, we feel, that we are not only shewing the best of our generation's inventive genius and initiative, but in so doing paying tribute to the work of those British pioneers, whose efforts in every sphere of science and industry have made this possible.

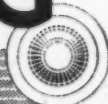
With these thoughts in mind, we can look with pride upon the constant research which our own organisation has pioneered, and which, maintained to an ever increasing rigidity of standards, is so largely responsible for the proved efficiency and quality of all Girling products.

We shall be happy to meet our
many friends in the Industry on

STAND No. 281

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MOTOR SHOW EARLS COURT • LONDON • OCTOBER 18-28

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it's
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STAND 141 and 112 — CARS



STAND 50 — MARINE

The Austin models form the most comprehensive range of cars ever shown at Earls Court. And Austins are the only complete range having all models fitted with O.H.V. engines for extra power and economy.

A U S T I N—you can depend on it!

All that's best



The Triumph Mayflower

DROP HEAD COUPÉ

STAND 145

INTERNATIONAL MOTOR SHOW, EARLS COURT

(OCT. 18th — 28th)

Manufactured by

The Triumph Motor Company (1945) Ltd., Coventry

A subsidiary of the Standard Motor Co. Ltd.

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in Britain...



- *The Lord Mayor's Show the bands, the tableaux*
winding through the crowded City streets
and now the climax, the Lord Mayor's coach
the gilt and braid of his resplendent coachmen
here is a scene as true and as typical of our country as the craftsmanship
that goes into the products of the Standard Motor Company, representing
as they do in every detail of their design 'all that's best in Britain'.

Why you should WINTERPROOF your car-*NOW*

It costs you shillings—saves you pounds

YES, IT'S COMMON SENSE to winterproof your car now with Winter Grade Shell Motor Oil—it will pay you to take it to your local garage for expert maintenance.

After thousands of miles of unrationed motoring this summer, your car's engine, gearbox and chassis will need thorough servicing for the winter weather ahead. Good lubrication with Shell Motor Oil—the world's leading motor oil that is recommended by leading car manufacturers—will prevent re-

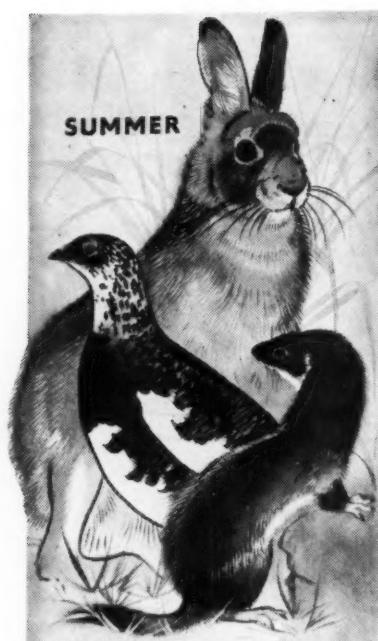
placements and breakdowns, and the few shillings you spend will save pounds! But entrust the task to the expert—your local garage man.

**Look for these signs of
SPECIALISED LUBRICATION
SERVICE :**



Shell-Tecalet and Shelllubrication garages throughout Britain offer you a specialised lubrication service—it ensures that your car is regularly lubricated with the correct oils and greases.

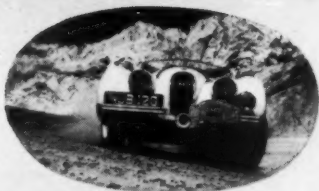
Ask your garage to Winterproof your car with



What is Winterproofing ?

Cars, like animals, need special protection in winter. Nature helps animals—such as the Mountain Hare, Ptarmigan and Stoat—but you (and Shell Winter Grade Motor Oil) must protect your car's engine against the extra strain of cold weather. See your garage man about it.





Another JAGUAR year!

1950 has added still further world-wide proof that the Jaguar is indeed the finest car of its class in the world. Universal approval has increased the high export demand and wherever it goes the Jaguar enhances the prestige of the British Motor Industry.



The Jaguar X.K. 120 Open Sports.



The Mark V Jaguar Saloon

The Autocar, October 13, 1950

TO its previous successes at Jabbeke, Silverstone and Palm Beach the Jaguar X.K.120, with its record-breaking twin overhead camshaft engine, has won further honours by again winning its class in the 1950 Silverstone Production Car Race together with the team prize and by making the best performance in the gruelling Alpine Trial in which it won an Alpine Cup and 11 other cups and awards. The distinguished Mark V Jaguar Saloon continues to earn unstinted praise for its unique combination of elegance and high performance. During 1950, amongst other successes, it has won the Concours d'Elegance both at Monte Carlo and Eastbourne. Courtenay Edwards, writing in the *Daily Mail*, says: "Everything about it—the feel of it, the way it goes, the way it sounds and the way it looks—has distinction. Its engine is as docile in city streets as it is impatiently fast on the open road. The steering is light, positive, self centring and free from road shocks. It corners like a racing car yet the springing with extra long torsion bars for the independent front suspension gives a delightfully smooth ride."

**THE FINEST CAR OF ITS
CLASS IN THE WORLD**

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The experts know from experience that Lodge plugs are unique in the high degree in which they foster maximum engine performance with the minimum of fuel consumption.

Over 30 International Race Wins

In 1950 Lodge plugs have been fitted by the winners of over 30 International motor races. This follows supreme Lodge Leadership in 1947, 1948 and 1949.



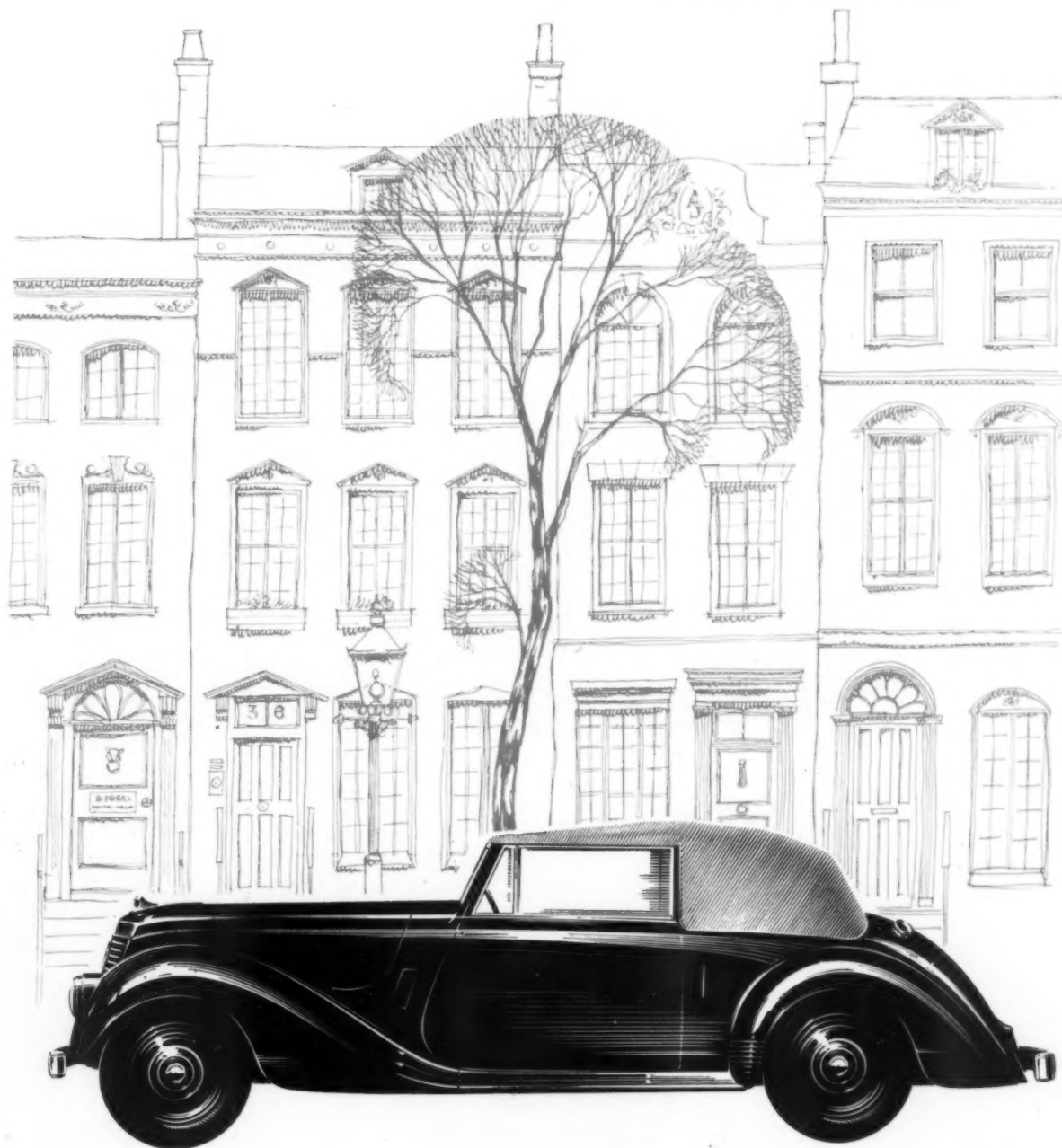
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... comfortable, fast and safe, graceful
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Earls Court Motor Show—Stand No. 149

The Car of Character



Armstrong Siddeley

Member of The Hawker Siddeley Group

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Gracefully Modern-Distinctly Wolseley



The "Four Fifty" and "Six Eighty" are silent witnesses that, in the hands of Wolseley craftsmen, the modern motor car can be a thing of shapely beauty without the loss of an inch of space or a decimal point of performance.

"Four Fifty": £550 plus
£153. 10. 7 Purchase Tax

"Six Eighty" £600 plus
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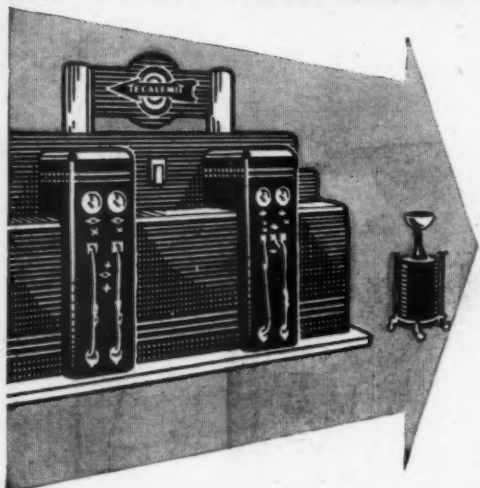
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Overseas Business: Nuffield Exports Ltd., Oxford and 41 Piccadilly, London, W.1

London Showrooms: Eustace Watkins Ltd., 12 Berkeley Street, W.1



Motor Show 1950

If it's **SERVICE EQUIPMENT**



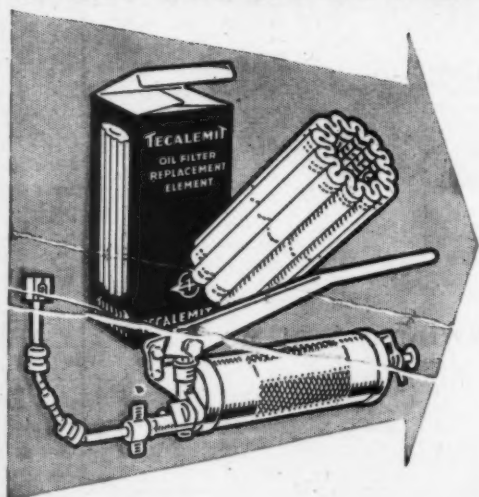
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(AVENUE RS)

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BY APPOINTMENT
The Daimler Co. Limited
Motor Car Manufacturers
To H. M. King George VI



*Every Daimler car
is a delight to behold
and a revelation to drive.*

*See these famous cars
for yourself—at
the Motor Show*

*Stand 148
Earls Court*



BY APPOINTMENT
Motor Car Manufacturers
To H.M. King George VI

The Lanchester Motor
Company Limited

Keep a keen lookout for the new Lanchester 'Fourteen'!



FIRST APPEARANCE!

**EARLS COURT
MOTOR SHOW**



There's a new Lanchester on the way—a completely new 14h.p. car that brings together all the best in up-to-the-minute automobile design with all that's finest in the famous Lanchester tradition. Watch out for these points.

- * Sparkling modern styling—something swift, something elegant—completely new from bumper to bumper.
- * Revolutionary new suspension—for cushion-comfort flat ride.
- * Completely automatic chassis lubrication—saves wear, cuts servicing costs.
- * Fresh air conditioning and heating unit.

These features—and many more—add up to the finest new 14h.p. car you've seen for years!



**the new Lanchester 'Fourteen' will be
at Stand 140—Earls Court Motor Show**

Jaguar

DRIVEN BY

STIRLING MOSS

wins

R.A.C. TOURIST TROPHY

and

**GREATEST DISTANCE
AWARD**

at average speed of 75.15 m.p.h.

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the oil for wiser drivers

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BRAKE AND CLUTCH LININGS



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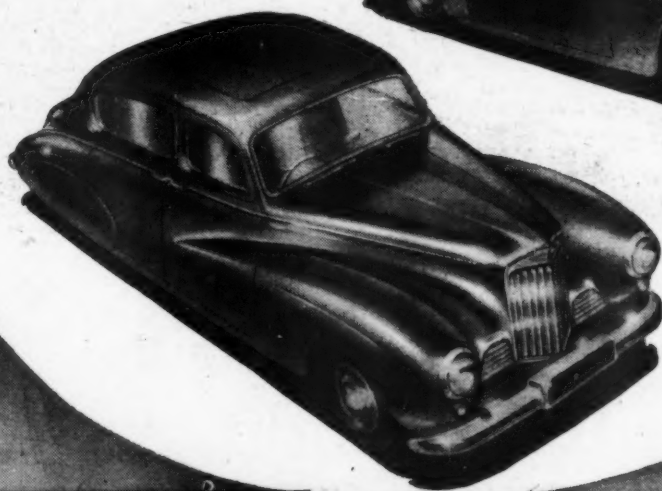
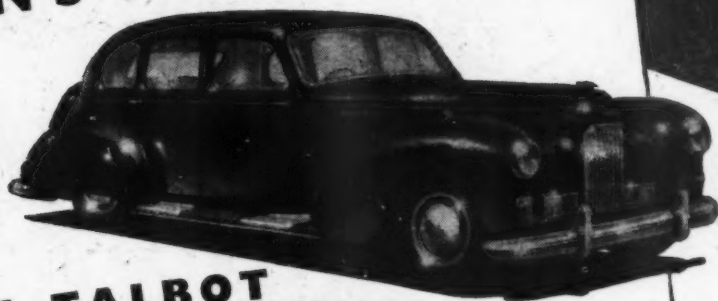
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You are invited
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BRITAIN'S FINEST CARS

HUMBER

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ROOTES

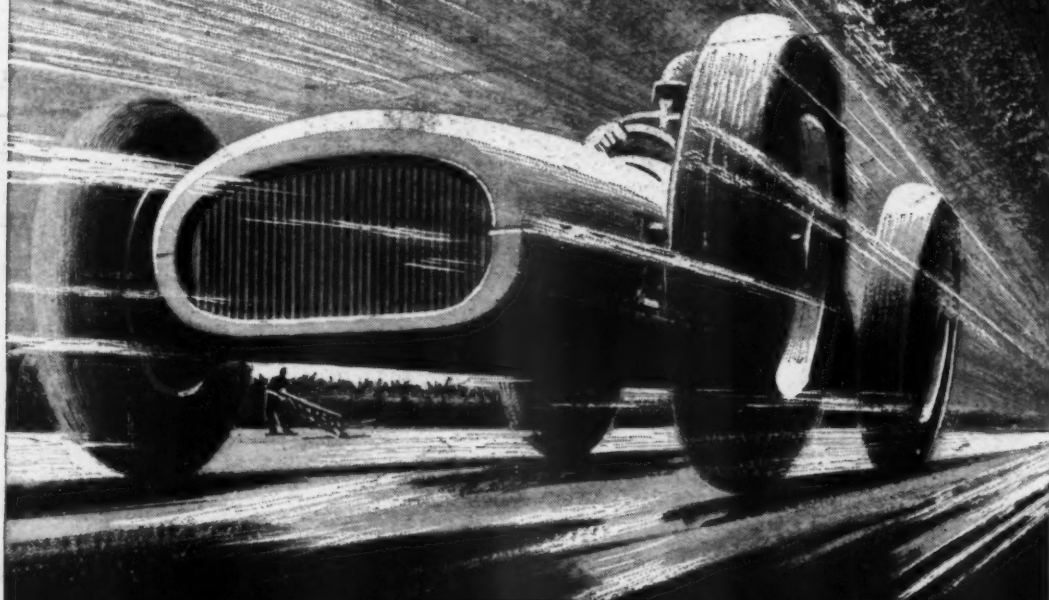
DEVONSHIRE HOUSE PICCADILLY LONDON W.1

During the International Motor Exhbn. Oct. 18-28

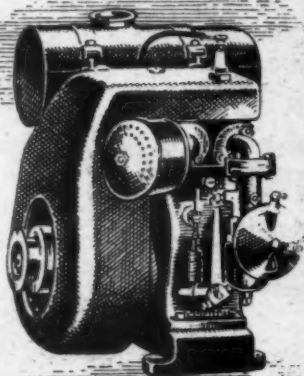
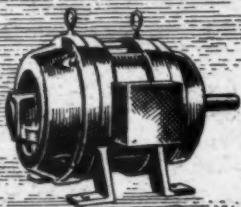
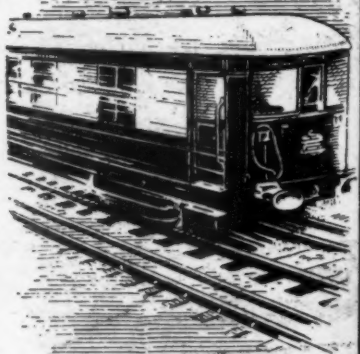
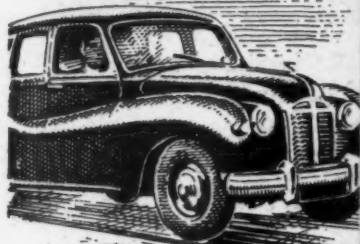
*These famous Products of the Rootes Group will also be on display at
Rootes Showrooms at Halkin St., W.1, and Ladbroke Hall, Barlby Rd., W.10.*

Britain's B.R.M.

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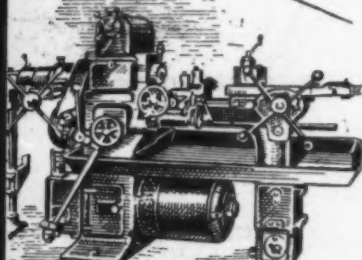
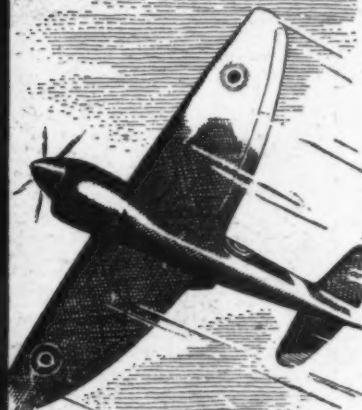
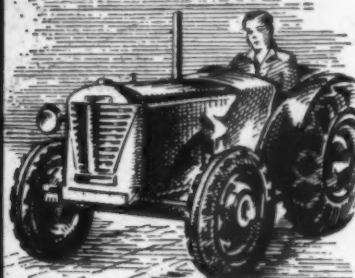
THE VIGZOL OIL CO. LTD., VIGZOL HOUSE, LONDON, S.E.10.



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THIN WALL
BEARINGS
FOR EVERY
PURPOSE

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WESTERN AVENUE · PARK ROYAL
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To complete your car...

... two of the most handsome and practical accessories—Ace “Rimbellishers” will give your car distinction, make the wheels look better for longer and simplify the gruelling task of wheel cleaning. They are really well-made and finished and the cost is only £6-10-0 per set of five with fittings.

To complete the harmony—fit Ace “Silver Peak”—the number plate with the attractive silver anodised characters that match the modern car finish. Remember to specify “Rimbellishers” and “Silver Peak” for your new car.



See them at the Motor Show—Stand No. 275

We extend a sincere welcome to all our friends, old and new, who we hope will come and meet us on our stand at Earls Court.

CORNERCROFT LTD. ACE WORKS, COVENTRY AND 32 CLARGES ST., LONDON, W.1. PHONE: GROSVENOR 1646

World-wide acclamation for its

ECONOMY—EASE OF HANDLING—'BIG CAR' COMFORT

The fuel consumption of the Renault 760 c.c. amazes even those who are used to small engine performances. Fifty miles to the gallon is quite usual, while the more sedate driver may get as much as sixty. Light weight construction is the answer, plus a neat little 4-cylinder engine with a positively ascetic appetite!

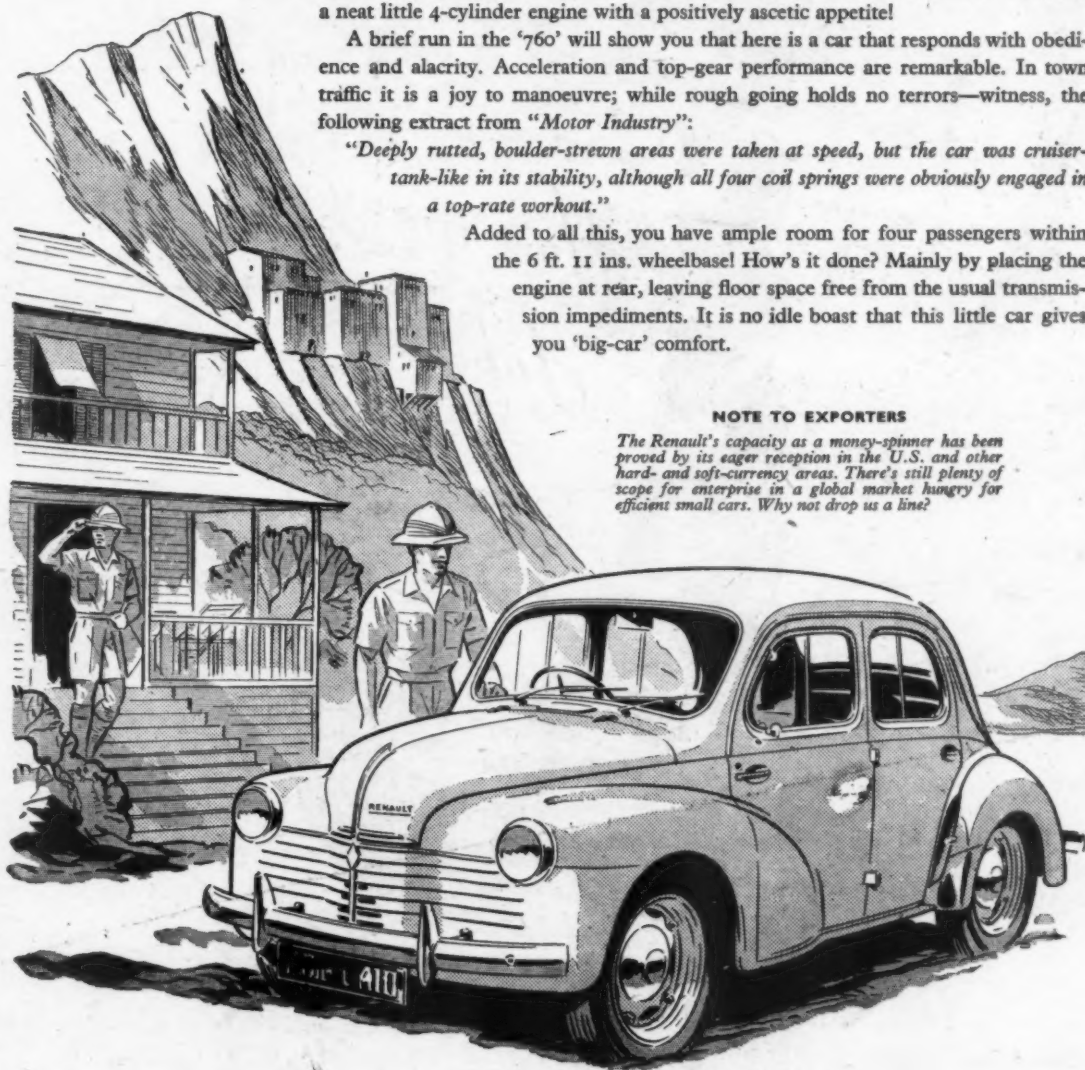
A brief run in the '760' will show you that here is a car that responds with obedience and alacrity. Acceleration and top-gear performance are remarkable. In town traffic it is a joy to manoeuvre; while rough going holds no terrors—witness, the following extract from "Motor Industry":

"Deeply rutted, boulder-strewn areas were taken at speed, but the car was cruiser-tank-like in its stability, although all four coil springs were obviously engaged in a top-rate workout."

Added to all this, you have ample room for four passengers within the 6 ft. 11 ins. wheelbase! How's it done? Mainly by placing the engine at rear, leaving floor space free from the usual transmission impediments. It is no idle boast that this little car gives you 'big-car' comfort.

NOTE TO EXPORTERS

The Renault's capacity as a money-spinner has been proved by its eager reception in the U.S. and other hard- and soft-currency areas. There's still plenty of scope for enterprise in a global market hungry for efficient small cars. Why not drop us a line?



RENAULT 760 cc

RENAULT LIMITED • WESTERN AVENUE • LONDON W.3

CVS-257



One . . . the job for which it has been designed and manufactured ; for which the metal has been carefully selected and tested, and the appropriate tooling and heat-treatment controlled by expert craftsmen ; for which the finished spring is rigidly inspected and finally despatched to the customer who ordered it for his own specific purpose. That's how a spring is produced for the job, by

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(EST. 1760)

GEO. SALTER & CO. LTD., WEST BROMWICH

CASTROL WINS

at GOODWOOD

MADGWICK CUP

1st. W.S. ASTON
(COOPER)

73.30 M.P.H

3rd. H.SCHELL (COOPER)

3rd. SEPTEMBER HANDICAP

1st. H. SCHELL
(COOPER)

72.51 M.P.H

3rd. F.R. GERARD (E.R.A)





FINGER *tight*

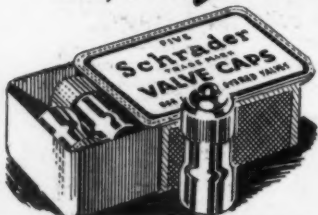
FIXING OF THE VALVE CAP GIVES AN AIR SEAL UP TO 250-LBS PRESSURE

When the valve cap is replaced it should always be applied finger tight. The final twist you give it not only seals the valve but anchors the cap securely in place. Vibration will not loosen it nor cause it to work off. Schrader valve caps form an air seal up to 250-lbs pressure and protect the valve mechanism from the harmful effects of dirt and grit.

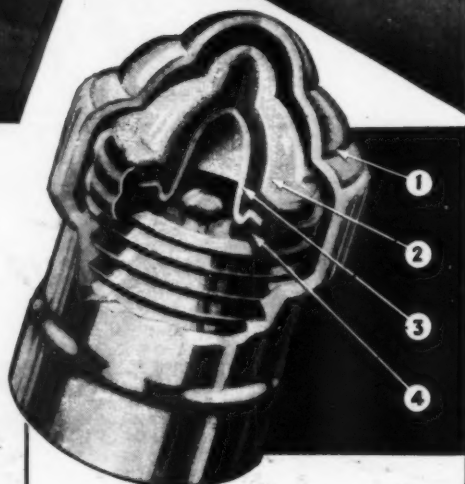
Schrader

STANDARD TYRE VALVE

Keeper of the Air you ride on



*Always replace the valve cap
Sold in boxes of 5*



- 1 Valve cap body or shell.
- 2 Brass swivel plate allows cap shell to turn independently of rubber washer. This assures proper seating of washer.
- 3 Brass dome-shaped plate provides an indestructible chamber for safe clearance of valve core pin.
- 4 Moulded rubber washer seals valve mouth when cap is screwed on firmly by hand, while rubber between plates 2 and 3 provides spring action and maintains positive seal.

*See the Schrader
VALVE CAP DEMONSTRATION
at the
MOTOR SHOW
STAND No 356*

A. SCHRADER'S SON · BIRMINGHAM

ENGLAND

MICHELIN TYRES

have everything —



plus suppleness

Only a tyre that is really supple
can give the maximum mileage,
safety, and comfort.



The Autocar

FOUNDED 1895

No 2865

FRIDAY, OCTOBER 13, 1950

Vol. XCV

DIFFICULTIES AGAIN

THE shaft of light which, for a brief instant, brought common sense into the printing dispute has been eclipsed again by the clouds of strife, and this London Show issue of *The Autocar* has become a matter of improvisation affecting both size and contents. We trust that readers will approve our efforts to keep publishing, even in unfamiliar form.

More Show models will be found in subsequent pages, and a piquant contrast will be noted that illustrates the uncertainty of public taste over the important matter of styling. The Triumph Roadster, previously classic of line and radiator, has been transformed into an all-enclosed outline, while the Alvis sports model, which previously enjoyed "all-in" lines, has now reverted to the traditional radiator. This is the kind of thing which we like to see, for it means that nothing in car design is static, and it is our pleasure, whether by improvised methods or not, to call attention to this absence of a rut in the factories where British cars are made. In the meantime, on with the Show!

NEWS AND VIEWS

Austin's Harriman

THE appointment has been made of Mr. G. W. Harriman, O.B.E., as deputy managing director of the Austin company. Mr. Harriman was born in Coventry in 1908 and joined Austins in 1940, from the Morris company. He was made works director five years later.

No More Chassis

NO separate chassis will, for the time being, be supplied by Aston Martin, Ltd., and Lagonda, Ltd., as the capacity of the two firms is fully taken up in meeting orders for complete cars.

Grouses Wanted

MOTORISTS with a grumble as to unsafe road conditions, inadequate signposts and other matters that irritate on the road are invited by the R.A.C. to submit particulars. The Club investigates such complaints and has many times been instrumental in having matters remedied.

Obituary

Mr. Norman F. Stockbridge, chairman and managing director of General Motors, Ltd., died on September 23, after a short illness. He was managing director of the A.C. Sphinx Sparking Plug Co. for many years, and was also a director of Vauxhall Motors, Ltd.

Road Numbering Explained

AN enterprising move on the part of Daimler Hire, Ltd., has been to present foreign tourists using the hire service with a folding map illustrating the British road numbering system. This map, printed in colours, clearly shows the seven zones into which England and Wales are divided, and the chief A roads; subsidiary notes explain the numbering principle and the chequered link road system. It is believed to be the first map published to do so.

Copies of the map may be obtained by British motorists from the publishers, the Roadfinder Touring Service, 14,

Arlington Street, Piccadilly, London. W.1, for 4s post free, and the firm intends to go ahead with further maps based on the system, taking the country section by section and including subsidiary B roads.

R-R. Retirement

AFTER more than 45 years with Rolls-Royce, Mr. A. J. Barnes, assistant sales manager, has retired. He was a member of the original staff of C. S. Rolls and Company in 1905.

Mr. Barnes is succeeded by Mr. D. G. McKechnie, who has already spent 27 years with the company.

More Price Increases

INCREASES in chassis and body prices of Rolls-Royce and Bentley cars have now come into effect as follows:

Silver Wraith	Chassis	List Price	Inclusive Price with British P.T.
£2,195			
H. J. Mulliner:			
Sedanca-de-ville ..		£4,105	£5,246 0 7
Touring limousine ..		£4,145	£5,297 2 9
Seven-seater limousine ..		£4,280	£5,469 12 9
Park Ward:			
Six-light sports saloon ..		£3,900	£4,984 1 8
Seven-seater limousine ..		£4,060	£5,188 10 7
Hooper:			
Touring limousine ..		£4,145	£5,297 2 9
Bentley Mark VI chassis ..		£2,145	
Park Ward:			
Drophead coupé ..		£3,845	£4,913 16 1
Fixed head coupé ..		£3,745	£4,786 0 7
H. J. Mulliner:			
Sports saloon ..		£3,820	£4,881 17 3
Bentley Motors:			
Steel saloon ..		£2,875	£3,674 7 3
James Young:			
Two-door saloon ..		£3,919	£5,008 7 3

The increased prices of A.C. cars have made the saloon cost £1,059 plus British purchase tax of £318 9s. The sports tourer, with coachwork by the Buckland Body Works, is £1,098 plus £330 3s tax. These are the first A.C. price increases since the war, and have been caused by the increases in the prices of raw materials.

Armstrong Siddeley cars have also risen in cost. The new prices being: limousine, £1,375 plus £382 13s 11d tax; Whitley and Lancaster saloons, £995 plus £277 2s 9d; and the Hurricane drop head coupé £975 plus £271 18s 8d tax.

THE SPORT

THE Aston Martin racing team had planned another onslaught on the International Class D long-distance records at Monthléry commencing on October 2, but unfortunately have had to postpone the attempt indefinitely because of bad weather reports; it now seems probable, therefore, that nothing can be done about this particular matter until the worst of the coming winter is past.

THE last Grand Prix of the year, at least on this side of the Atlantic, will be that of Penya Rhin, near Barcelona, in Spain. This will be run on a circuit at Pedralbes, with a lap distance of about four miles, on October 29; the race will comprise 50 laps of the circuit. It remains to be seen how many of the regular G.P. contestants will turn out for this race, but it seems likely that the majority of the better-known Continental drivers will take part.

THE race meeting organized by the Bristol M.C. and L.C.C., at Castle Combe, on October 7, was a great success, with an excellent entry and a good crowd. Among the race winners were Gerard and Shawe-Taylor, with E.R.A.s (the latter setting up a new lap record), Stirling Moss, with both an H.W.M. and a Frazer-Nash, and Peter Collins, who narrowly vanquished "Curly" Dryden, to win the 500 c.c. race, with his Cooper-Norton.

Saturday, October 14, sees the final Brands Hatch meeting, the programme of races for 500 c.c. cars including—for the first time—a ladies' race. On Sunday the Taunton M.C. hold their Allen Trophy trial, while in Italy the H.W.M.s compete in the Formula 2 race at Lake Garda. Next weekend will be a big one in the trials world, with the M.C.C.'s Sporting Trial on Saturday, October 21, and the Sheffield and Hallamshire M.C. High Peak Trial on Sunday, October 22, both starting from Buxton. The Thousand Mile Rally, organized by the M.C.C. for November 8 to 11, should be terrific, as entries have had to be closed at well above the 400 mark.

Turin Show

APRIL 4 to 15, is the date selected for the Thirty-third International Motor Show, in Turin. It will be held in the exhibition building, and applications from intending participants must be in by November 30.

And Tyres Again ..

ALL car tyre prices have now been increased by 17½ per cent. The retreading charges are similarly affected.

Better Petrol in Italy ..

THE normal grade of petrol in Italy has been improved from 64 to 66 octane to 70 to 72 octane, equivalent to British Pool petrol. A super grade of nearly 80 octane has been available at a high price for some time.

SHOW FEATURES IN THIS ISSUE

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The London Show: what to look for

EARLS COURT, THE PERENNIAL, IS AS FASCINATING AS EVER

WITH the great nonagenarian in the news—as always—it might be appropriate to call this feature “An Intelligent Motorist’s Guide to the Show,” for that is exactly what it is. London car shows are so vast, so scintillating, that the visitor who does not know what he is looking for is likely to wander round Earls Court in a happy daze of lustrous finishes and to come away having failed to discover the star attraction. It is the function of the technical journal to see that such a fate escapes its readers, and this governs editorial policy over a long period before the public begins to think in terms of London, S.W.5.

First, the over-riding factor in the viewpoint of the visitor—how does he stand as regards a new car? A few nights ago a motor industry speaker presiding at a dinner pleaded with his guests not to ask him how to get a new car. The only answer he could give to such a question, he said, was “Emigrate.” This answer, however, may be accorded applause as post-prandial wit, but need not be allowed to cast too much gloom. The fact is that the London Show this year takes place in an atmosphere charged with potentialities. It is the *eve year of Margam*—which cryptic sentence must be explained.

Vital Steel

The shortage that has dogged the motor industry since the war has been of sheet steel. Other steel has, since 1945, become plentiful, but sheet had to await new rolling capacity. That is what Margam will provide in 1951, for a great new mill at the South Wales town is capable of turning scarcity into plenty. Unfortunately, however, the claims on Margam’s future capacity have been intensified by the need for rearmament, which also exerts a considerable stricture on motor industry car productive capacity, and as a result there is no immediate prospect of a directive of “all out” for the industry. There is, however, a good chance that car production might be stepped up for an interim period during which rearmament is getting going, and there is always, behind the dark clouds to the east, the prospect that a change of heart in the world might remove the need for intensive rearmament. While there is life there is hope, and it is, perhaps, significant that the motor industry is the liveliest in the country.

This year’s Show is, however, conditioned by export needs, as it is bound to be when the industry in question exports over 80 per cent of its output. There is nothing in this fact that need distress the home motorist, however; what is a good car overseas is a good car at home, for foreign parts are not all that different from home soil. It is difficult to think of one much-needed feature overseas that does not confer advantage to a home owner, and drawbacks are only apparent where cars are designed for a standard of living much higher than Britain’s—America, for instance. What Americans can afford becomes very expensive to the Briton by the time that the Treasury has penalised him for even daring to think in terms of comfortable personal transport.

Therefore, make it a cross-fingers Show this year. Pick out that desired vehicle, let the waves of doubt spend their force on the rock of Margam (1951), and hope that the loom of the light over the horizon comes from a peaceful glow in the red heart of the Kremlin. You never know.

The turnstiles click; the buzz of conversation becomes a crescendo, and the Grand Tour of 1950 has begun. What are you looking for, my pretty motorist?

Probably a start should be made on the new models that are names if not personalities, for a number of recent introductions by the manufacturers have never been exhibited

in this country because they were intended only for export. Individual experiences may vary in this respect; some visitors to the Show may have seen unfamiliar shapes flitting past them in the night on their way to the docks, others may not have caught a glimpse of these “export models.” But each motorist will know those which he wants to examine under the arc lights, and can be safely left to do so.

In a similar category are the real “foreigners.” With international car buying a one-sided business, the enterprising Englishman can no longer buy an Alfa Romeo or a Panhard. But after the Grand Prix successes of the former he will want to see their production cars, and there they are on Stand 181, their hosts being the British Frazer-Nash company, which obligingly moved over to make sure they appeared. As for the Panhard, the Road Test of the 745 c.c. Dyna 120, the flat twin which was so amazingly successful in this year’s Alpine Trial, appears in this issue, and will excite interest in this stimulating and unorthodox design. Bear in mind that it is nearly all light alloy, and that the “chromium” is, in reality, aluminium.

But the backbone of the Show is, of course, the production from Coventry, Birmingham, Dagenham and Luton (America’s impressive cars are to be looked at, sighed over, and forgotten, with a permanent dollar problem). From the



The London Show: what to look for continued

British centres come the models designed to meet the tastes of a world that buys more British cars than those from any other country. In recent weeks—and in this issue—*The Autocar* has given descriptions and illustrations of the latest models, and the new additions to the family are there alongside their brothers and sisters already familiar. Note the bigger-engined Sunbeam-Talbot 90, now with i.f.s., which should make an already high performance car even more potent. The Humber Hawk, also from the Rootes Group, shares this step-up in engine size, sufficient to extract the best performance from a large car without sacrifice of economy of operation. The popular Minx from the Hillman side of the Group remains almost unchanged. That planet in the Javelin constellation—the Jupiter—is shown in convertible form, and another in the fast and sporty category is the Morgan Plus Four, now with the Vanguard engine providing 68 b.h.p. in a car which weighs only 15½ cwt. Armstrong Siddeley have once more introduced a limousine, and Lea-Francis have restyled the Fourteen saloon, eliminating a slight doubt in the stylist's mind that existed over the wing treatment of the previous model, and two inches in body height—where inches count in stability at speed.

In the "wolf whistle" category come such cars as the entirely restyled Triumph Roadster; *The Autocar* artist's drawing of this car shows how fundamental this change is, and a full description of the new model appears elsewhere in this issue. The Triumph Mayflower, new at last year's Show, but as yet hardly seen at all in this country, is now available in drop-head coupé form as an alternative to the knife-edged saloon.

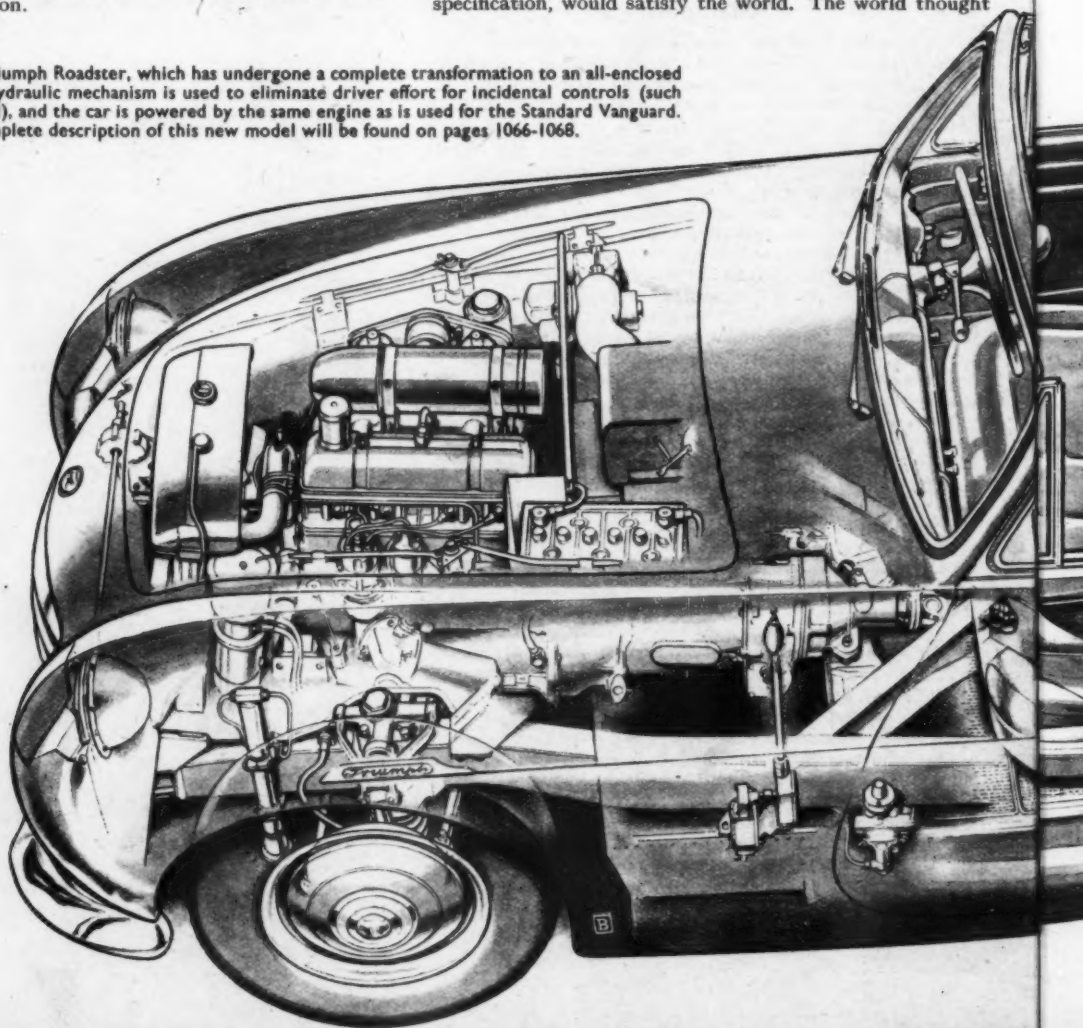
Ford of Dagenham—in their own time and with their customary independence—now introduce their new models, and if Fords have not changed much in previous years, this year has made up for it. The new models are subjects for study—but then, Dagenham products, linked, as they are, with the Great American Saga of Henry Ford I and II, and the late Edsel Ford, are invariably subjects for study. Ingenuity is called into the utmost play to promote manufacturing economy and to keep the price down for the buyer; performance never suffers, for Dagenham's range can be relied upon to catch the stopwatch hand before it has gone very far on its circumferential path.

Up to the moment that this issue closed for press—and readers will recall that a printing dispute is disorganizing production in a most frustrating manner—Jaguar of Coventry were posing a big question mark. The outstanding success of the XK 120 engine, developing 160 b.h.p. at 5,000 r.p.m. of its twin overhead camshaft design of 3,442 c.c., has caused everyone to ask: "What would happen if they built it into a saloon?" The answer is at Earls Court.

Lanchester's new Fourteen is distinctively styled. This car is unusual in its possession of fluid drive from a medium-powered engine, and is a tribute to the Daimler designers, for it is not an easy matter to incorporate deliberately a drive with acknowledged slip in a medium-engined car, and yet leave performance and economy unimpaired. Although the Fourteen is a step-up on the previous Ten, the size of the engine is still quite moderate by present standards.

Morris celebrate the Show with a four-door version of the Minor, with several small but satisfying body improvements, so that the full potential market for this outstanding little car is covered. As long as production economy is maintained, such developments are to be welcomed. Immediately after the war the cry for standardisation was taken too literally, and the public was almost convinced that one car, to one specification, would satisfy the world. The world thought

This is the new Triumph Roadster, which has undergone a complete transformation to an all-enclosed outline. Electro-hydraulic mechanism is used to eliminate driver effort for incidental controls (such as raising the hood), and the car is powered by the same engine as is used for the Standard Vanguard. A complete description of this new model will be found on pages 1066-1068.



otherwise, of course, and there were red faces amongst the politicians as events proved that armchair conceptions of car manufacture and marketing were best kept out of the headlines. The continued success of British cars overseas underlines the fact. Armchair tycoons are best kept behind closed doors (bolted).

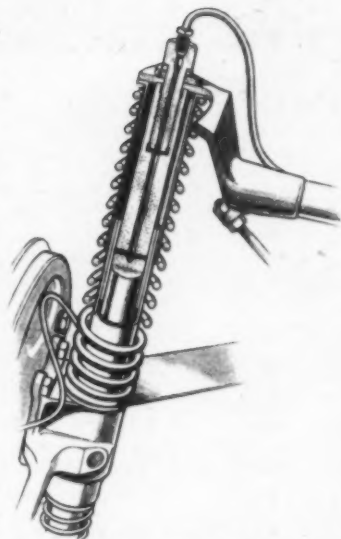
Some mystery must be injected into a Show guide. Let it be the newcomer on the Austin stand. The activities of the Austin drivers in the U.S.A. may provide a clue as to its nature, and it shall be let go at that. The A.70 saloon has more room in the body than before and, together with the A.90, has gained a considerable reputation for high performance with moderate engine size.

If British co-operation with America is something in the nature of hitching a wagon to a star, it may be said that in all spheres it is proving very successful. Every example cements the bond between the English-speaking sea-boards of the Atlantic, and the London Show provides one more. Between the Donald Healey company of Britain and the Nash-Kelvinator Corporation of Detroit an arrangement has been reached whereby Nash will provide engine and other components for a Healey chassis and suspension. The result (on Stand 127) is the Nash-Healey sports car, to have a cruising speed around three figures. The Nash engine is a two-carburettor, high compression six with aluminium head, capacity 3,848 c.c., and the fabulous cruising speed is to be obtained by using an overdrive. Alas, it is for export only. Similar co-operation is practised by the Allard company, whose chassis are exported and then fitted with U.S.A. engines; on the Earls Court stand, normal production Allards will be found with their Ford and Mercury power units.

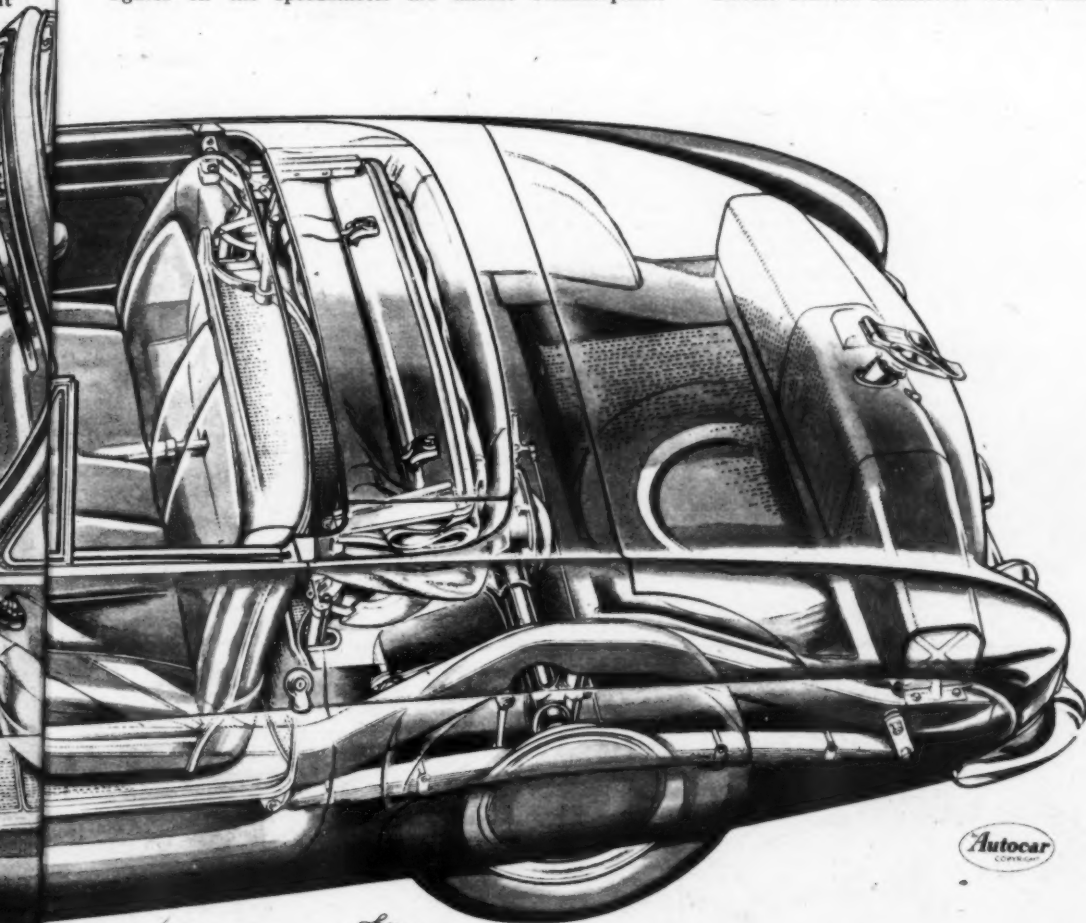
In fact, Britain is marching ahead in sports cars of breath-taking performance. Aston Martin's new coupé adds another model to the startling DB2 saloon to which three figures on the speedometer are almost commonplace.

Frazer-Nash extract the maximum from engines of moderate power, and plan a new convertible on the Mille Miglia chassis later in the year; at the Show, however, the exhibits are of a no-change nature. Bristol's have given their 2-litre unit hardened cylinder liners, and offer the customer the option of an oil cooler. Lagonda offer the lucky buyer every luxury and basically the same six-cylinder twin overhead camshaft power unit as that of the Aston Martin, and Jensen's Interceptor is included in the high performance family. So, of course, must be the Bentley, whose superb manufacture can once again be savoured at Earls Court, while the splendour of the mother product remains unchanged and unsurpassed in the Rolls-Royce. It must be borne in mind that conservatism is necessary in this design field, for the customer who has invested in a car that lasts a lifetime does not approve frequent changes or call for performance at the expense of silence. Similar considerations apply to Daimlers, which continue unchanged.

Rovers content themselves with a minor styling detail



The new Morgan has the 2-litre Vanguard engine. The sketch shows the constant lubrication for the redesigned i.f.s.



Autocar
CONVEYANCE

The London Show: what to look for continued

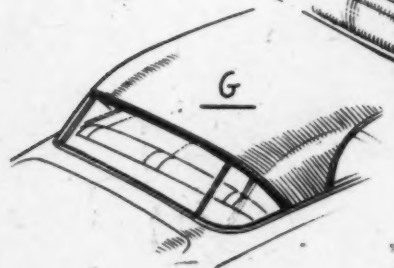
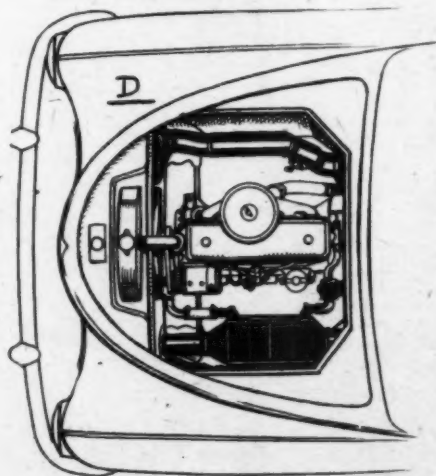
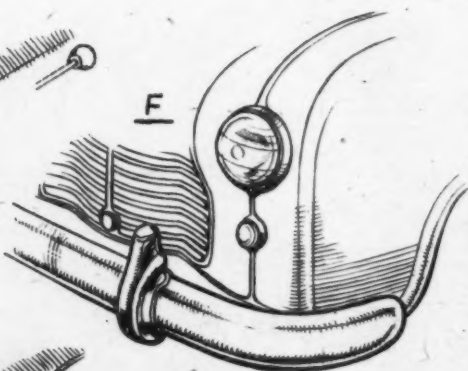
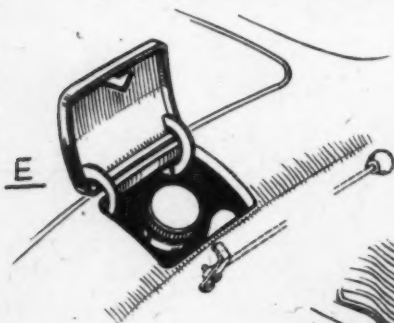
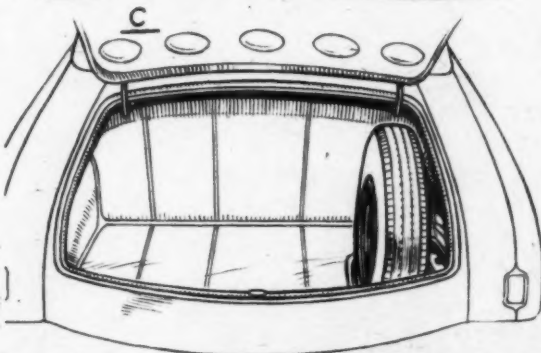
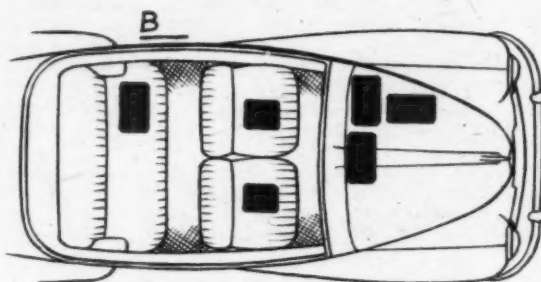
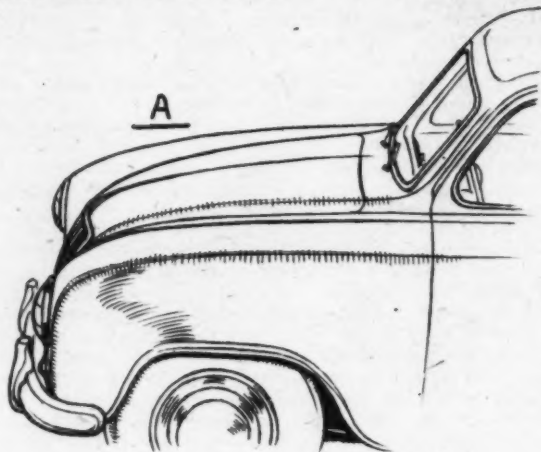
change on the new 75, as well they might. This company reached farthest into the future with the demonstration of a turbocar in March of this year, and have rightly attracted additional fame as a result. The boldness of the changes in the 75 over the previous model is indicative of a similar adventurous outlook, and the enthusiasm that has greeted the car confirms the "I know where I'm going" impression that emanates from the Solihull factory.

Change, of course, is not a matter of necessity, nor of quixotic decision, but of careful estimate on the part of manufacturers. With production all out to cope with orders, Standard are not altering the Vanguard, nor Jowett the Javelin; Riley, Wolseley, Singer, M.G. and A.C. are also maintained in their existing form. Alvis, however, make an interesting styling reversion to the "traditional" radiator in their open 3-litre, on which chassis, also, a Tickford convertible body is now available. The fact that this is done shows that the public mind is not yet made up about frontal appearance, as, indeed, *The Autocar* correspondence columns show.

Apart from the Minor four-door saloon, Morris continue basically unchanged with the very successful medium-sized Oxford and the Six with its overhead camshaft engine, but with many under-the-surface improvements incorporated since these were new models two years ago. Vauxhalls of Luton, too, have not changed their Velox and Wyvern. Factory expansion at Luton, and a new production layout, should make future outputs from this firm approach the astronomical, at least for Britain.

Perhaps that is a good note on which to end. The international sky is lowering, as often is the English sky in the evening. But the clouds provide no proof of rain tomorrow. Tomorrow is, as often as not, a lovely day. And it is a magnificent Show.

INCIDENTAL TRENDS OBSERVABLE AT EARLS COURT
Bonnet lines are dropping (A), but window lines are being raised with improvement in driver vision. There is more variety than ever in battery positions (B), and more usable luggage space is being made available by carrying spare wheels vertically (C). Heater systems (D) are becoming more elaborate and more effective. Concealed fuel fillers (E) with remote controlled locks are a current development, and bumpers continue to grow in length and depth (F); separate side lamps are almost standard again. Rear vision and interior light are improved by larger back windows (G).



THE PARIS SHOW

Important New Models
from Britain, U.S.A., and
Italy alongside latest pro-
ducts of French Industry at
the Grand Palais

At one a.m. on the morning of Thursday, October 5, the Grand Palais in Paris still presented a barren and forlorn appearance as mechanics, painters and stand fitters settled down to an all-night session before the doors opened at 9 a.m. on the 37th Salon de l'Automobile, but during the next few hours a formidable array of new models was pushed into the hall and by opening time the stands were completed, the coconut matting was down in the aisles and the ranks of cars glittered in the autumn sunlight which shone down through the domed glass roof.

In spite of pious resolutions at international conferences, little progress has been made in restoring free trade in motor vehicles in Western Europe, but the world's manufacturers have sent along their latest models to make this a really important international display.

Among nearly 60 makes of cars exhibited, U.S.A. had 16, a total equalled by France if two of the baby car prototypes which are a perennial feature of the Paris Salon are included. Great Britain had 16 makes, including some important new models exhibited for the first time; Italy had 5 makes; Germany 5; and Czechoslovakia 3; while there is one truly Anglo-American effort, the new Nash-Healey.

Outstanding among the British exhibits is the Triumph Roadster, which is fully described in this issue of *The Autocar*, and which has the place of honour on a dais on the stand, flanked by examples of the Triumph Mayflower convertible, not yet seen in England, and the Mayflower saloon. All the cars are finished in metallic grey, the Roadster being upholstered in dark red leather with facia and steering wheel to match. The Vanguard is there, too. Rootes show the 1951 Sunbeam-Talbot 90 with enlarged engine and i.f.s. in both saloon and convertible form; they also have the new higher-powered Hawk, the modified Super Snipe and the improved Pullman.

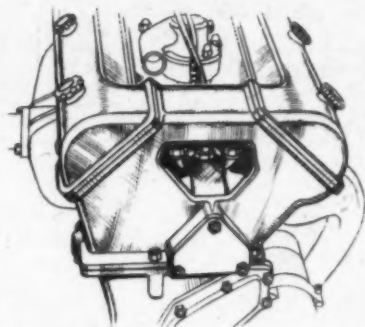
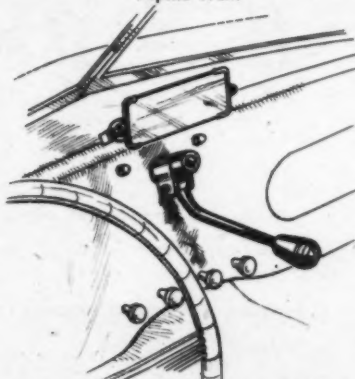
On the Jowett stand is a superb two-seater coupé by Farina on the Jupiter chassis, finished in maroon and buff. Bonnet and roof line are remarkably low, but the latter is achieved only by some sacrifice of headroom. Rolls-Royce have a Silver Dawn and examples of special coachwork on the Wraith; Daimler show an immense limousine soberly finished in black, and Bentley again feature the Metallon coupé based on Farina designs.

Armstrong Siddeley, Bristol and Singer all show examples from the current ranges and the Jaguars include a white X.K.120 and a silver Mark V convertible. The



No show looks quite like Paris, owing to the carrosserie; in this view Letourneur and Marchand Delahayes are prominent.

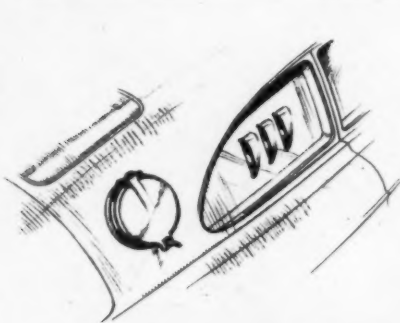
On the Callista Dyna Panhard convertible the gear lever projects through the facia. This model won a Coupe des Alpes in the Alpine Trail.



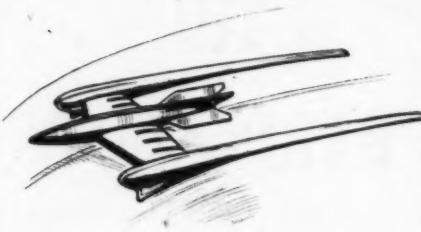
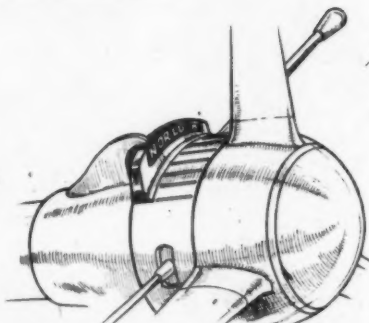
A tunnel in the camshaft housing on the new four-cylinder 1900 Alfa Romeo engine allows air to flow over the plugs.

Styling changes on the latest Studebaker Champion include a concentric ring "spinner" motif and more prominent tail lamps. The new Land Cruiser with V-eight o.h.v. engine has similar lines.



THE PARIS SHOW *continued*

Ventilating louvres in the plastic quarter lights of the Superleggera Ferrari Le Mans coupé, also huge fuel filler; gear indicator and selector lever on the Oldsmobile with automatic transmission.



Jet-cum-rocket bonnet mascots are popular in the U.S.A. This one is on the Oldsmobile Futuramic.

Rover 75 appears with simplified radiator grille and a steering column switch to flash the head lamps at night, while a big Austin display includes examples of the A.90 fixed-head coupé.

In contrast with the attitude which is forced upon British manufacturers, the Americans do not usually show cars abroad until they have been seen at home, but Studebaker make an exception by showing the 1951 Land Cruiser with the new o.h.v. V-eight engine 10 days before its release in the United States. With a swept volume some 200 c.c. less than that of the big six which it replaces, the compact new engine develops 10 more horsepower. It has an interesting cast inlet manifold with criss-cross passages to ensure runs of approximately equal length from the twin-choke carburettor to each of the inlet ports. Rear suspension has been improved by using a wider track and the half-elliptic springs are wider, with more leaves than before.

The Studebaker Champion continues with a six-in-line engine, but, like the larger cars, has modified front end styling in which the spinner motif is less prominent. All cars shown have Studebaker's new torque converter transmission and are fitted with a specially wide brake pedal to be worked by either foot.

Another American car shown in Europe for the first time is the Packard 200, lowest priced car of the 1951 range and aesthetically a vast improvement on recent slab-sided Packards. Nash also show 1951 styles, with new front end treatment and rear wings modified to suit the current American vogue for the high tail-end line. The Rambler convertible proves to be a small car of exceptionally clean line and the method of raising or lowering the head by nylon-sheathed cables drawn over the cantrails by an electric motor in the luggage locker is well worth inspection. The fascia treatment, with steering column and gear change

neatly faired into the panel, is also neat.

Nearby is the new Nash-Healey sports car, opening a new and significant phase in Anglo-American co-operation. Even if the admirer of previous Healeys is a little startled to be offered the "blazing power" of the Nash Ambassador engine, with "U-flex oil rings" and "S.U. carburetion" he will be quick to see the advantages of combining British know-how in sports car design with American ability to breed horse-power reliably at low cost.

The Nash engine, overdrive transmission and rear axle go into a Healey chassis which bears a remarkably sleek three-seater convertible body. The lines are excellent, the Nash grille and bumpers harmonising perfectly with an outline of predominantly European inspiration.

Two examples of the elegant Kaiser saloon are shown and it was hoped that before the show closed they would be joined by the Henry J, the new small car with a six-cylinder Willys engine. This side-valve engine also powers the Willys Jeepster sports model, on show in the Grand Palais, while there is a chance to examine the four-cylinder unit with overhead inlet valves and side exhausts in a station wagon. These cars are among those which French motorists are able to buy for francs without import permits. Hudson also show their latest models, with slightly modified radiator grilles.

The Italian contingent make a formidable bid for the limelight with the new 1900 Alfa Romeo, the new 4-litre Ferrari sports car, and excellent sectioned exhibits of the Fiat 1400 and Lancia Aurelia plus the Siata Daina sports coupé.

The Alfa has been subtly re-styled since the prototype was seen at Turin in the spring, and it now shows a really happy balance of line without sacrificing passenger convenience or luggage space in the four-door four-light saloon body. Con-

Subtle changes in wing lines, radiator grille and bumpers have greatly improved the appearance of the Alfa Romeo 1900 saloon since the prototype was seen in the spring. Construction is integral and the four-cylinder engine has twin o.h.c.



struction is integral and the weight is quoted as only 20½ cwt. With a four-cylinder twin o.h.c. engine of 1,884 c.c. now giving 80 b.h.p. at 4,800 r.p.m. the performance promises to combine speed and economy in unusual measure. The rear axle is located by long light alloy radius arms with a transverse Panhard rod and supports the coachwork on coil springs. Among several British components are Girling brakes.

The Ferrari, with V-twelve 4-litre engine giving 240 b.h.p. in a light two-seater car with Superleggera body, may well be the fastest car in the Show. The engine has three down draught Weber carburetors feeding into a water-jacketed manifold and there are twin ignition distributors driven off the camshafts. Another striking exhibit is the 2-litre Ferrari convertible by Stabilimenti Farina on which the front edge of the bonnet panel is raised slightly to form an air intake grille.

The fact that some of the cars from visiting nations have been mentioned first implies no lack of quality in the French exhibits, but this is not a year of major developments in the French industry. Supply still lags behind demand and most popular models continue without major alteration, but Renault have supplemented the rear-engined 4 CV range with a comprehensive selection of larger front-engined vehicles based on commercial vehicle components and using the pre-war "85" 2.3-litre side valve four-cylinder engine of which about 300,000 examples are already in use. There are half-elliptics all round, with beam axles at the front, and the drive is to the rear axle via a four-speed gear box with steering column change. The large six-seven-seater bodies, more practical than graceful, are equipped as hire cars or station wagons and will stake Renault's claim once more in the hire car and taxi market, which has recently been passing to the Ford Vedette and Peugeot 203. The 4 CV is now down to 748 c.c., with a view to competition categories.

Citroen show the 2 CV with a neat little van body which is more attractive than the saloon and which should meet with a good response among the thrifty French peasantry. The van engine only is increased to 425 c.c. The many uses which are being found for engine and suspension units of the Dyna Panhard are indicated by the presence of one of the Dyna saloons which won a Coupé des Alpes in the Alpine Trial, the Monopole sports two-seater which tied for first place on performance index at Le Mans this year, and the D.B.500 racer.

Nearby is the new D.B. sports two-seater with Dyna components on a low box section frame and with attractive streamlined coachwork by Antem. Two examples of special coachwork on the standard Dyna chassis are the Callista convertible, also a Coupé des Alpes winner, and the racy Ranelagh two-seater. Panhard's own programme for 1951 includes a pretty Dyna station wagon.

Georges Irat show no further evidence of work on sports car chassis in cast magnesium, but offer instead an odd little cross-country vehicle powered by an air-cooled flat twin engine at the rear. The driver sits centrally between the front wheels, which are independently suspended with wishbones and a group of four long coil springs in tension connected across the chassis to both wheels. Equally unconventional is the prototype Rayonnah, a lightweight with tandem seats which has a very narrow rear track and folding front wheels so that the owner who lacks a garage can push it in through his front door and park it in the hall.



This pretty little DB two-seater with coachwork by Antem, and Dyna Panhard mechanical units, is based on a successful sports racing car. It has a special DB frame in box section steel.

The motor cycle section contains another example of the minimum motor car which exerts such a fascination for the French inventor. This is the Bi-scooter, latest effort of Voisin, who was famed long ago for his unorthodox car designs. It has two seats, a windscreen and hood on a wooden chassis propelled by a 125 c.c. air-cooled engine driving the front wheels. The half-elliptic springs all round consist simply of a master leaf. There are wings, but no bodywork.

Peugeot, Simca and Ford all show their existing models without any important alteration. The Hotchkiss Gregoire is not yet in production and, meanwhile, the big Anjou saloon has had a face lifting operation, with new grille and wings, while the half-elliptic rear springs are now given progressive rate characteristics by the addition of a coil spring under Gregoire patents.

Salmson have redesigned their long-stroke 2.2-litre four-cylinder engine, with head, block, crankcase and sump all cast in aluminium. Twin overhead camshafts are driven through a vertical shaft by skew gears and the valves are operated directly from the camshafts through large thimbles enclosing the springs. Light alloy connecting rods run direct on the crankshaft. Transmission is through a M.A.A.G.-Cotal gear box, also in light alloy.

Le Mans Winner

Talbot display the car which won at Le Mans, together with examples of the four-cylinder Lago Baby, and introduce a new model, the long wheelbase Lago Record with striking limousine coachwork by Saoutchik.

Among the Germans, Mercedes-Benz show the latest 170 Diesel with swept volume increased to match the 170 S petrol car, simultaneously cutting production costs and increasing performance. Veritas show a single-seater Meteor Formula II racing car.

Most significant trend disclosed by the coachwork exhibits is the fact that French coachbuilders are turning to the smaller chassis to cut costs and broaden their appeal. The Dyna bodies have already been mentioned and there are several new styles on the 1,220 c.c. Simca sport chassis. Figoni show three coupés, one fixed head, and two convertibles, and the lines are simple and attractive, if a little bulbous. Henri Chapron have a very good fixed-

head coupé, with a tiny sliding roof, and Guillore show a convertible with extremely simple air intake, protected by only two horizontal bars. Going further down the horse-power scale, Labourdette display a convertible based on Renault 4 CV components, which soon became known among show wits as "The Car with the Plunging Neckline", because the normal bonnet mass is suppressed entirely and a deep V depression extends between the front wings. Lamps are mounted behind a transparent panel above the bumper and the windscreen is of pillarless construction.

Mignot and Billebault use another inexpensive chassis, the Ford Vedette, as the basis of a station wagon on American lines and a saloon which seems to offer more door space and better headroom than the standard model, albeit at some sacrifice in appearance.

There is still a selection of beautifully finished coachwork on the larger chassis, particularly the Delage, Delahaye and Talbot, but few show any appreciable change from the styles seen in last year's Salon. In detail it is noticeable, however, that flashy effects obtained by plastic steering wheels and fascia equipment are giving place to sober quality leather.

Franay have a fine Rolls-Royce sedan in hard-edged style with sham cane sides, but their Bentley convertible has the wings built out above the head lamps in a way which gives the impression of a pair of padded shoulders. On the larger cars head lamps are more often faired into the space between wing and radiator grille and not into the wing extremities.

In general, the coachwork exhibits, like those of the car manufacturers, indicate less inclination than formerly to disperse effort on experiments, and the latest production figures released for the French industry are encouraging. In 1949, the total production of motor vehicles in France was 285,641, which beats for the first time the record of 253,000 established in 1929, the best pre-war year. Last year's production included 187,653 passenger cars of which just over 40 per cent were exported.

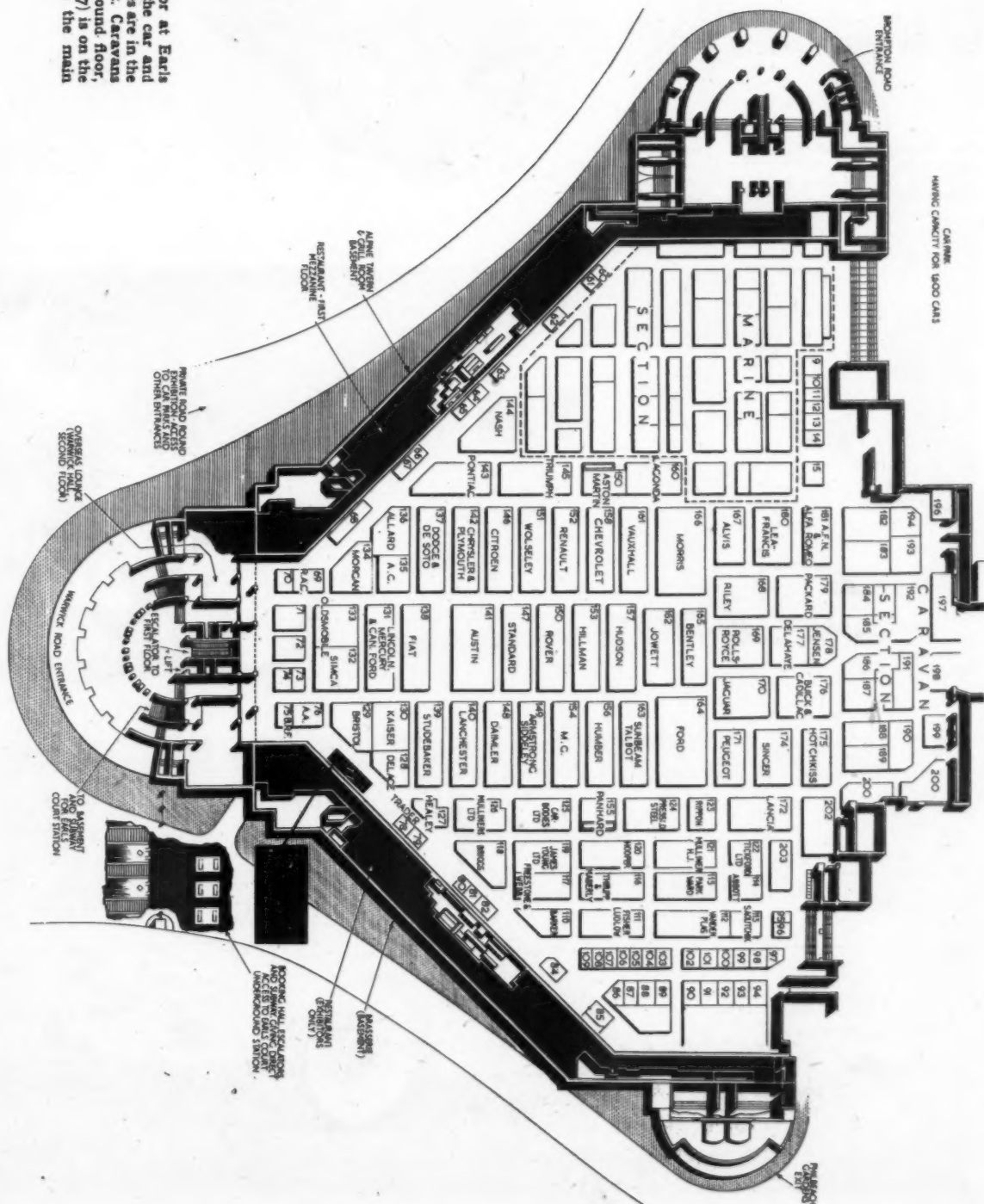
Progress has been well maintained this year, in spite of the strikes in March and for the first six months the total reached 168,523 vehicles, compared with 141,665 for the same period last year.

Further illustrations of exhibits appear on pages 1056-1057.

LONDON SHOW 1950

STAND PLAN

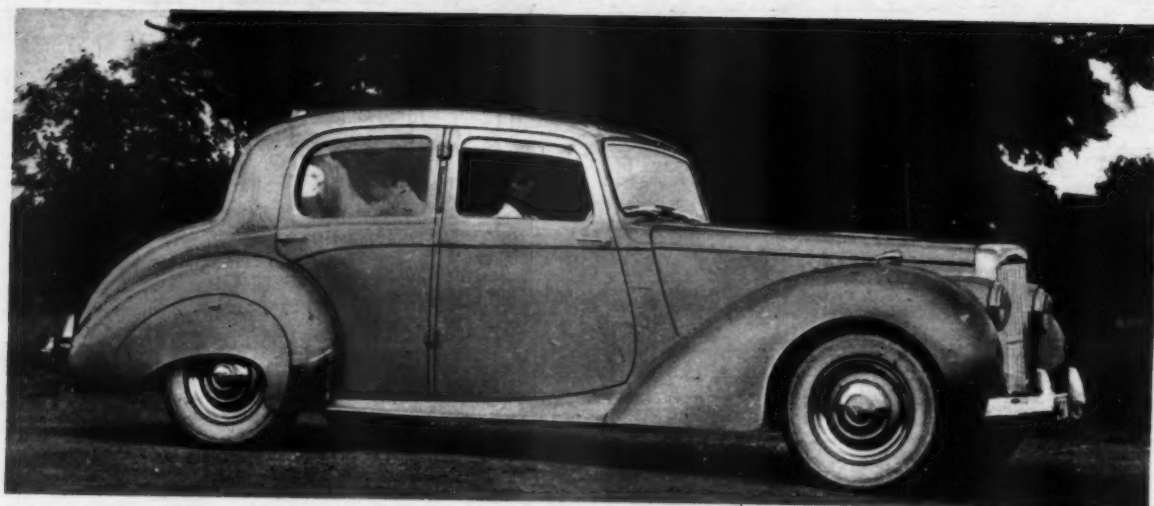
This plan of the ground floor at Earls Court shows the location of the car and coachwork stands. Accessories are in the gallery, as is garage equipment. Caravans and boats are also on the ground floor, and *The Autocar* stand (No. 77) is on the right after passing through the main entrance.

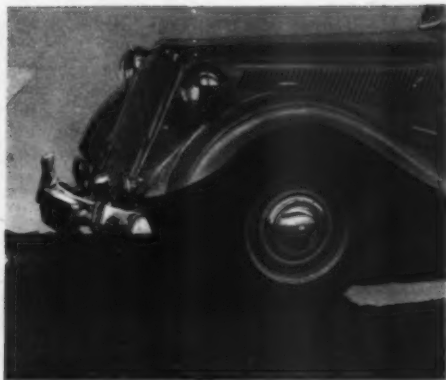


SEE THEM ON THE STANDS

SOME OF THE 1951
BRITISH AND FOREIGN CARS

The flowing lines of the Jowett Javelin are emphasized in the overhead view, contrasting with the Alvis 3-litre which adheres more closely to the classic form. Packard (bottom) have completely new models for 1951.



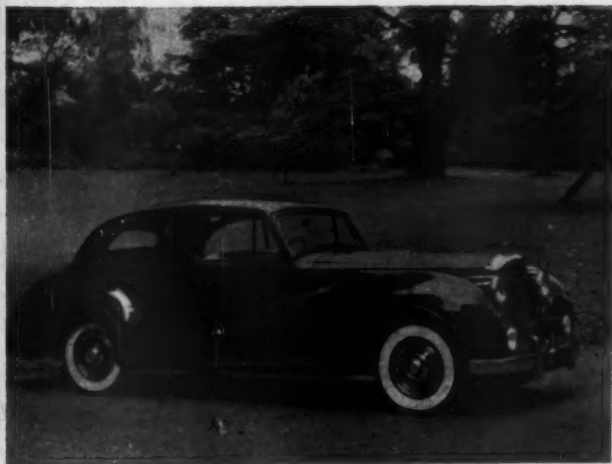


Above: The Lea-Francis sports 2-4 seater, and the new lower-mounted head lamps of the Citroën. Right: a ghost view of Fiat's very advanced 1400 model.



Below: The Bristol 401 has new wrap-round bumpers of the same colour as the car, with bolted-on metal strips. Beneath it is the Mark V Jaguar saloon.



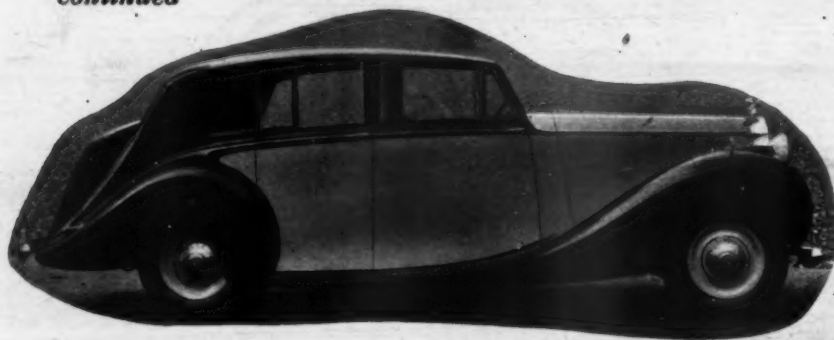


Top: A James Young Bentley Saloon (left) and a Rolls-Royce sedan de ville by H. J. Mulliner. Right: Knife-edge styling of a Hooper Bentley.



SEE THEM ON
THE STANDS:

continued

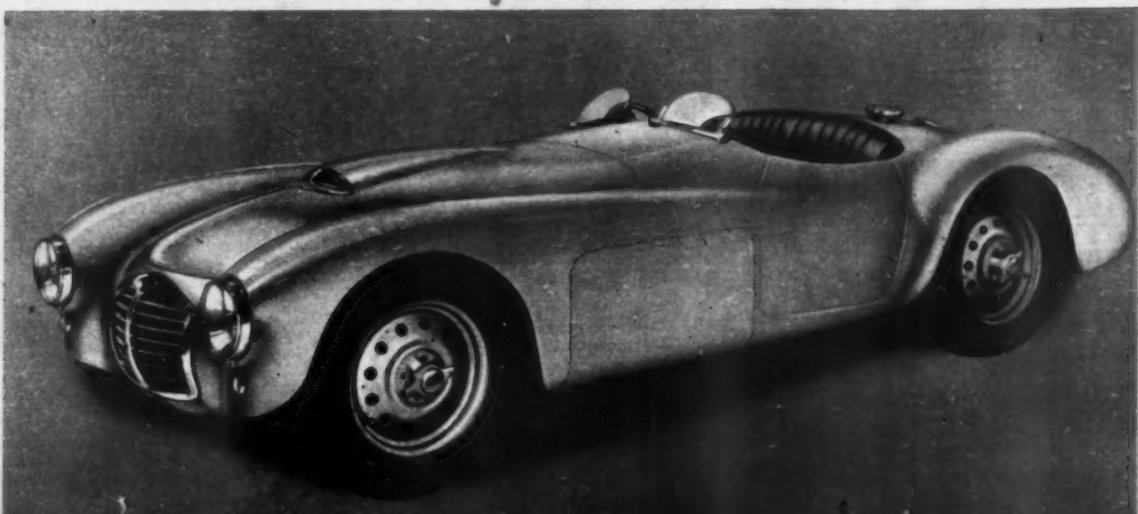


Left: A Freestone and Webb Rolls-Royce. Below: a two-door Bentley by Park Ward.





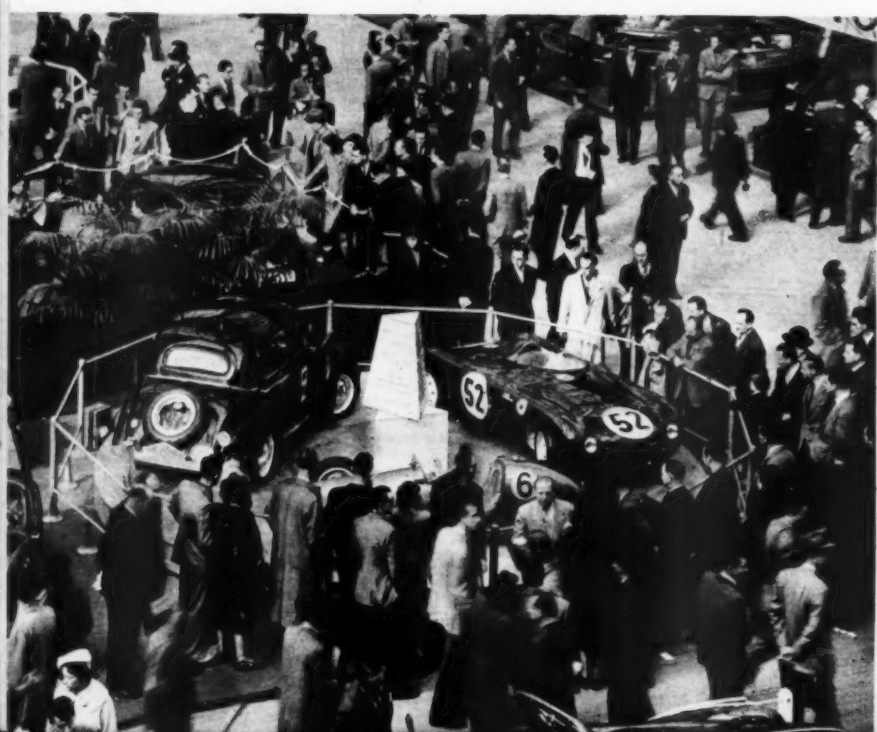
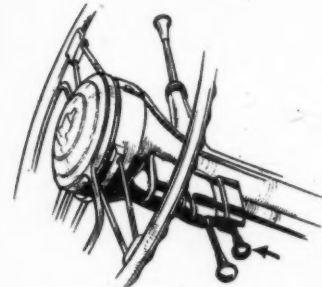
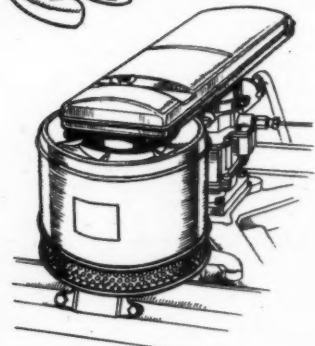
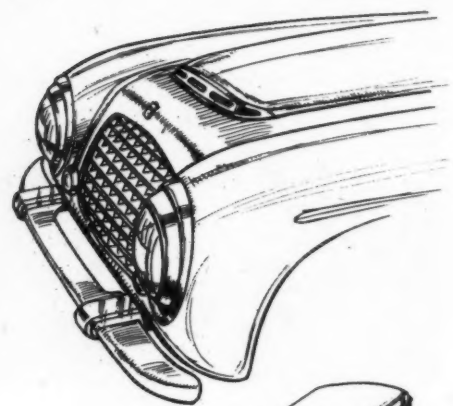
Top : Clean and true lines of a Jensen Interceptor cabriolet
 Right : The Armstrong Sidd-eley Whitley saloon. Below : Sports coachwork by Barker on a Daimler chassis, and the Mille Miglia Frazer-Nash.



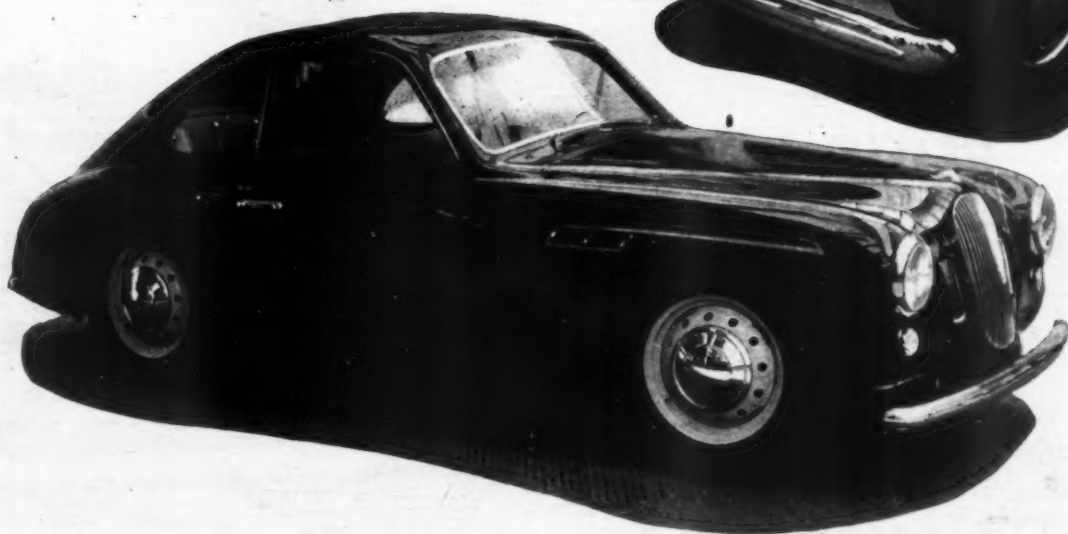
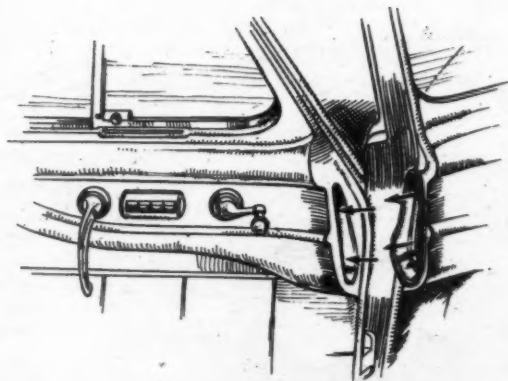


SURCHOIX DU SALON

FULL REPORT ON PAGES 1047-1049

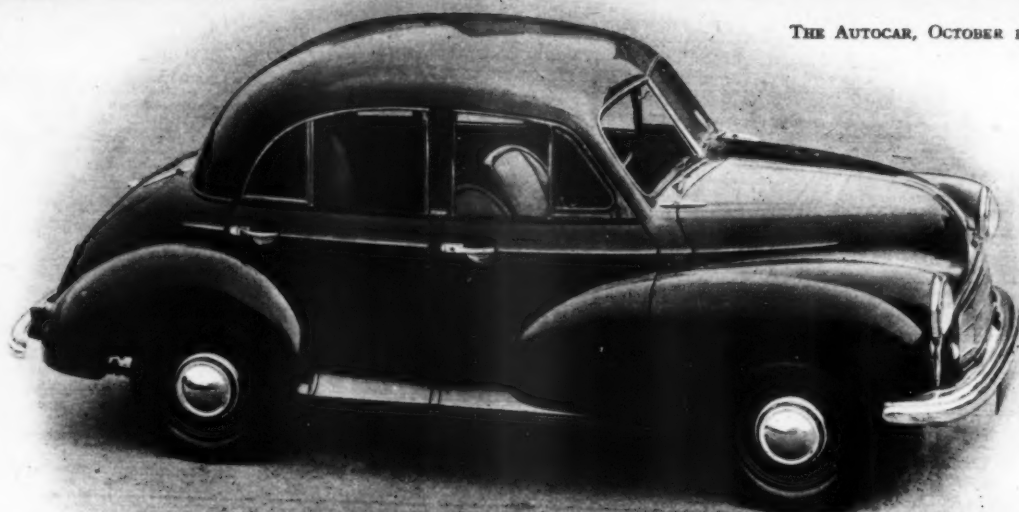


Photographs: Top. Representing a significant phase in Anglo-American co-operation, the Nash-Healey with 3.8-litre Ambassador Six engine. Centre. Latest treatment of rear window and quarter lights is seen in this Buick Roadmaster, which has Dynaflo torque converter transmission. Bottom. An exhibit of cars with competition successes—the S.M.T. might well follow. The revolving stand highlights a Monte Carlo Rally Dyna Panhard, and two racing Dyna derivatives, the Monopole (No. 52), which scored at Le Mans on formula, and the DB 500 racer. Sketches: Top. Front edge of the bonnet panel is raised slightly to form an air intake grille on the Ferrari convertible by Stabilimenti Farina. Centre. Inverted air cleaner feeding a twin-choke downdraught carburettor on the new Studebaker o.h.v. V-eight engine. Bottom. A new control on the Rover 75 steering column flashes the head lamps at night.



The photographs show the Guillore-bodied Delage, with a remarkably clean front and the Jowett Jupiter presented by Farina as a beautiful little coupé. Above, the sketch is of a duct leading warm air into the front doors for de-frosting the side windows on Cadillacs. Below are three examples of French "minimum" cars—(right) the Voisin Bi-scooter with 125 c.c. air-cooled engine; and a rear-engined convertible produced by the coachbuilders Labourdette from 4 c.v. Renault components and (left) the 2 c.v. two-cylinder Citroën, now becoming a familiar sight on French roads.





A FOUR-DOOR MORRIS MINOR

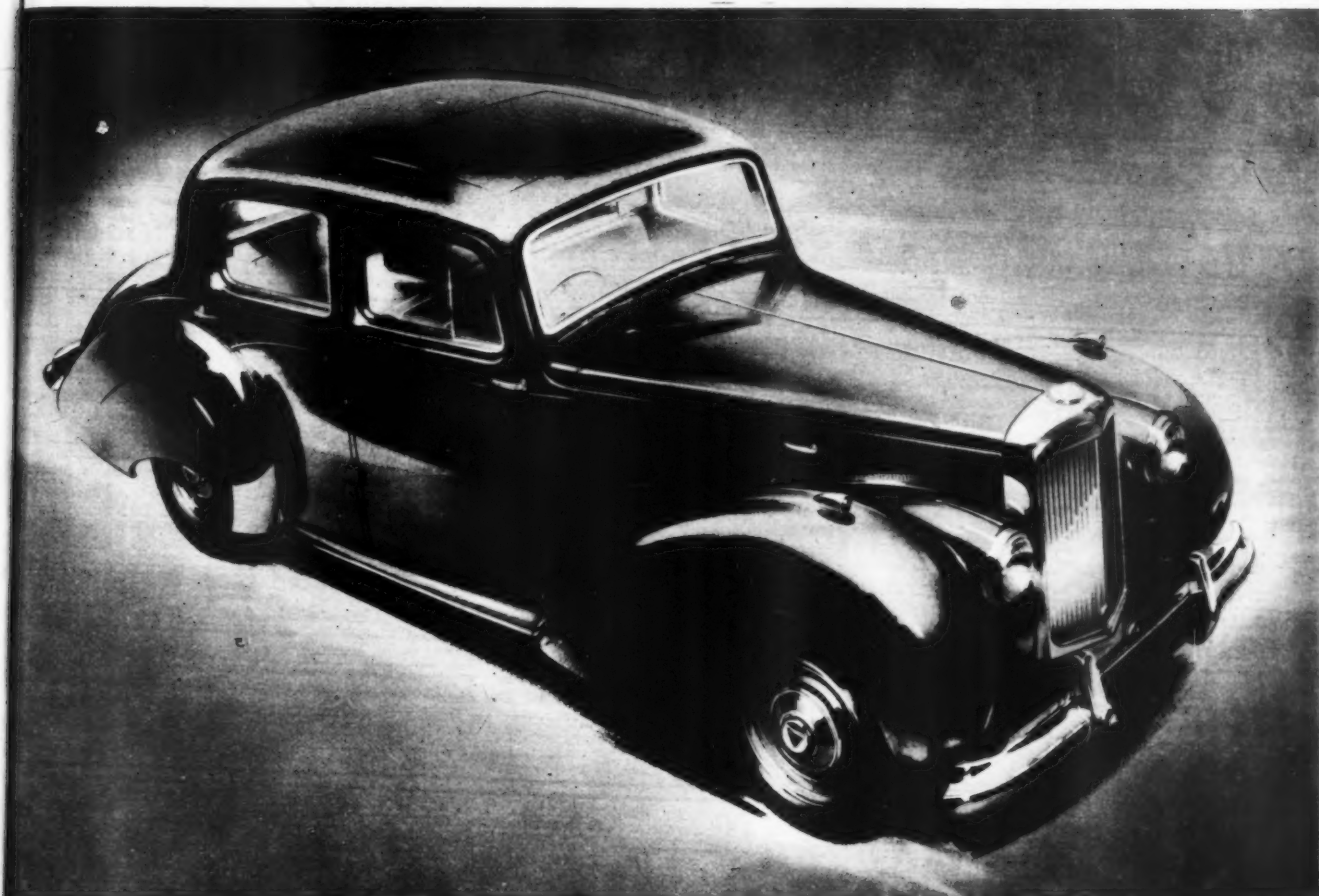
ADDITIONAL VERSION OF A POPULAR SMALL CAR

The compact four-door version of the Minor includes ashtrays in each of the front doors and a third on the transmission tunnel. The head lamps have been moved from their low position adjacent to the radiator grille to the wings, where the line of the car has been changed to accommodate them.





Individuality



The new Alvis 3 litre

Setting the lead with essentially English styling, this superb new Three Litre with its high-performance six cylinder engine, independent coil suspension and powerful Lockheed hydraulic brakes has a performance, road holding and cornering ability in the true ALVIS tradition of fine motor cars. It steers lightly with a comfortable certainty and holds the road to perfection.

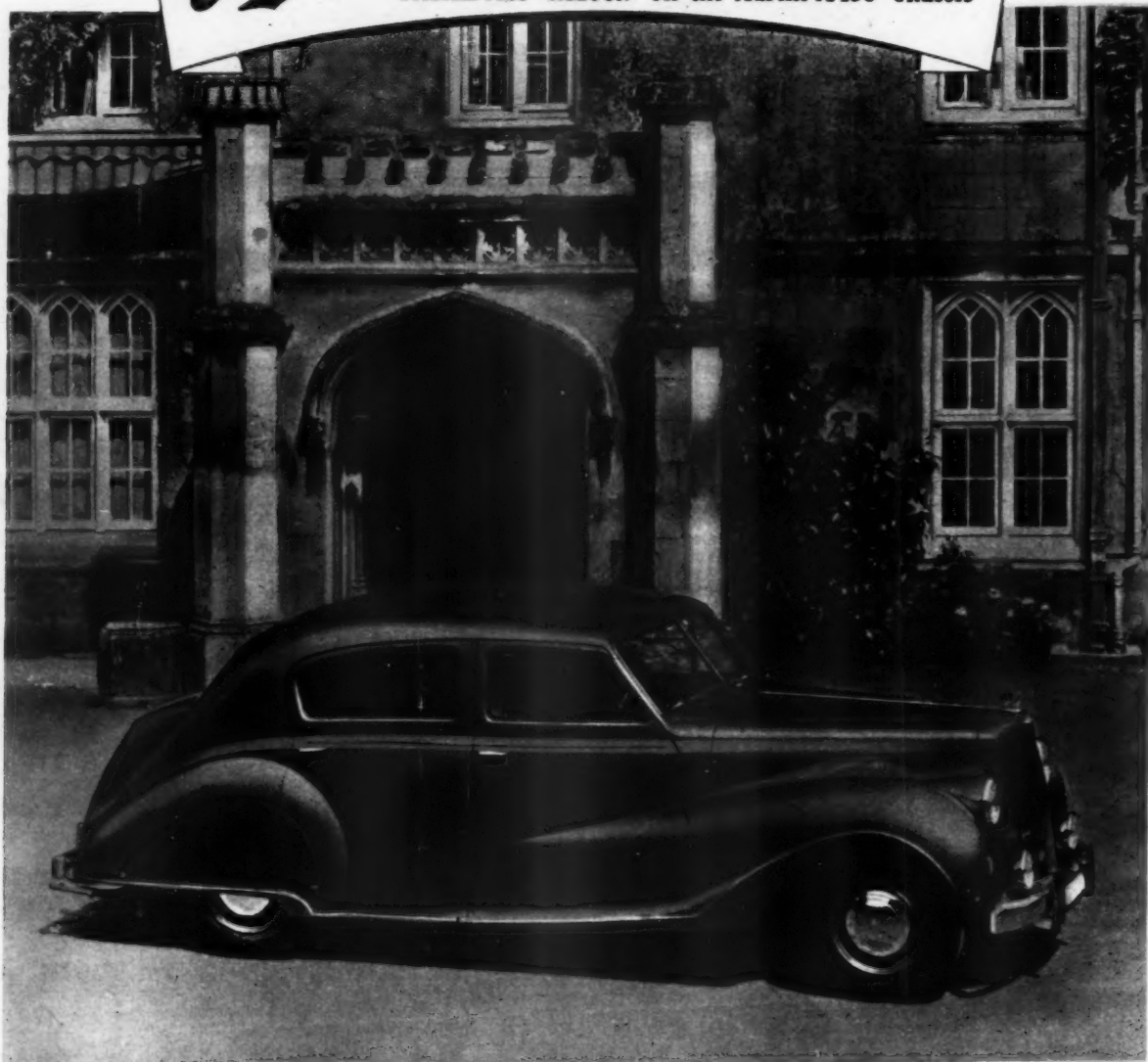


Stand No. 167



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Vander Plas PRINCESS II
COACHBUILT SALOON on the Austin 'A 135' Chassis



A Car of the Future

The "Princess II" remains basically the same as before, this latest model embodies an improved specification and several interesting new design features which will more than uphold the tradition for comfort, elegance and quality already established by its predecessor.

MOTOR SHOW STAND No. 112

VANDEN PLAS (ENGLAND) 1923, LIMITED, KINGSBURY WORKS, KINGSBURY, LONDON, N.W.9 Telephone: COLINDALE 6171-2

NEW CARS DESCRIBED

LANCHESTER
FOURTEENGRACEFULLY STYLED SALOON
WITH FOUR-CYLINDER 2-LITRE
ENGINE AND FLUID FLYWHEEL

Appearance is modern, stylish and in the Lanchester tradition.

FROM the outset the new Lanchester Fourteen, built by the famous Daimler Company, creates a good impression by reason of its appearance; the style is modern but has distinct character. Underlying the design there are several very definite purposes. It might be said by a knowledgeable observer that the first is to design a modern car of reasonable size and power with all the best of the technique that Daimler and Lanchester have amassed over years of experience. That, of course, means that the excellent and hard wearing fluid flywheel transmission is included. And right the way through the car is the intention to avoid the minor pitfalls which experience has uncovered, so that the finished product is as reliable and durable as it can be made, and servicing after accidental damage is not needlessly costly. It is so often the little things that count in

SPECIFICATION

Engine.—Four cylinders 76.2 x 107.59 mm (1,968 c.c.) or 3½ x 4¼ in (120.048 cu in). In line overhead valves operated by rockers and push rods. Three-bearing counter-balanced crankshaft, steel connecting rods, aluminium alloy pistons, dry liner separated cylinder bores. Pressure lubrication from submerged gear pump through full-flow oil filter. Pump and fan water cooling with directed flow, and thermostat control. Zenith downdraught carburettor, separate ports, and central hot spot.

Transmission.—Fluid flywheel coupling and preselective four-speed epicyclic gear box. Overall ratios: First 14.96, second 8.827, third 6.21 and top 4.55 to 1. Hardy Spicer open propeller-shaft, hypoid bevel final drive.

Suspension.—Independent front with wish-bones and square section laminated torsion bar springs. Torsion bar coupling. Telescopic hydraulic dampers. Half-elliptic rear springs with telescopic hydraulic dampers.

Steering.—High efficiency cam gear.

Frame.—Box section side members and cruciform centre.

Brakes.—Girling hydro-mechanical.

Wheels and Tyres.—Dunlop 6.40 x 15 in on 4½ in rims, disc bolt-on wheels.

Electrical Equipment.—Lucas 12-volt constant voltage control dynamo. Inbuilt head and separate side lamps. Foot-operated dipper switch. Battery below front seat. Inbuilt tail and stop lights. Wind-tone horn. Dual screen wipers, and self-cancelling Trafficators.

Main Dimensions.—Wheelbase 8ft 8in, track 4ft 4in. Overall length 14ft 6in, width 5ft 6½ in, height 5ft 3½ in. Ground clearance 6in.

running a car, and that is where vast experience is so immensely valuable.

To inspire the whole design is the recreation, on the war-damaged site, of a new factory, together with its modern tooling, which should give facilities for rapid and efficient production of Daimler and Lanchester cars.

This new Lanchester is modestly described in its specification as a six-light, four-door, four-seater. Actually the body would certainly accommodate, in emergency, three in the back seat and two and a child in the front. The interior is notable for deep seats with high backs, soft, pleated upholstery, and figured walnut facia and cappings. The front seats are separately adjustable, but can be set in line to make a bench. The rear seat is wide, and has a folding central armrest as well as side elbow rests. Curved glass is used for the wide windscreen, which has twin wipers, and for the large rear window. Control of ventilation is given by hinged glass panels in the front windows, and hinged rear quarter windows. Door handles operate by press button. All four windows are of the drop type, with winding handles.

The facia is arranged with the instruments and secondary controls centrally grouped, with a large semi-circular speedometer in the middle. There is a glove box on one side and a lidded locker on the other. The finish of this panel is attractive, and even the demister slots, for use when an air heating plant is installed, have fine chromium beads to give them a finish. At the back of the body is a large inbuilt locker with its lid opening upwards on balanced hinges, and a separate compartment for the spare wheel beneath its floor. These are the main features of the coachwork.

In a car of this quality, interest centres rather naturally on the mechanical side. The main points are evident in the annexed specification, but the details call for special description.

The new engine has a stroke-bore ratio of 1.4 to 1, which is rather less than previous Daimler-Lanchester practice. It is argued that although a short stroke may allow higher engine revs without increase of piston speed, a higher engine speed involves higher valve speeds and is inductive of more noise from small vibrations, both undesirable points.

Fine leather and woodwork make an inviting interior.





Also a larger bore inevitably lengthens the engine unless something is sacrificed in the matter of adequate cooling water space completely around the cylinder barrels; also a longer crankshaft entails a stiffer and heavier crank and crankcase.

Moreover, the extra length of a short-stroke engine still further increases the difficulty of giving ample body length. The Lanchester cylinder barrels are therefore separated in the block casting and have ample water space and long jackets. The bores have Brivadium dry liners. A small point indicative of the care taken in the design of this engine is that the bosses into which the cylinder head studs are screwed do not touch the cylinder barrels, so that the tightening down of the studs does not tend to distort the bores when the engine is assembled, or reassembled after decarbonization.

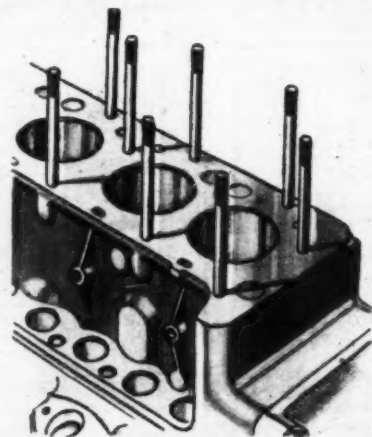
Placed in line overhead, the valves operate in lozenge-shaped combustion chambers, and are set at a slight angle. The design of the combustion chambers provides for "squish" (the trapping of small quantities of mixture in such a way that they are ejected to create swirl), and for good swirling of the incoming gases. The valve ports are completely separated. A simple type of straight inlet manifold is used, and has a central hot spot bearing on the centre of the exhaust manifold. The valves are operated by push rods and lubricated rockers, and are returned by single coil springs.

The steel camshaft is driven by a Triplex roller chain, and the specially profiled cams operate on chilled cast iron barrel tappets.

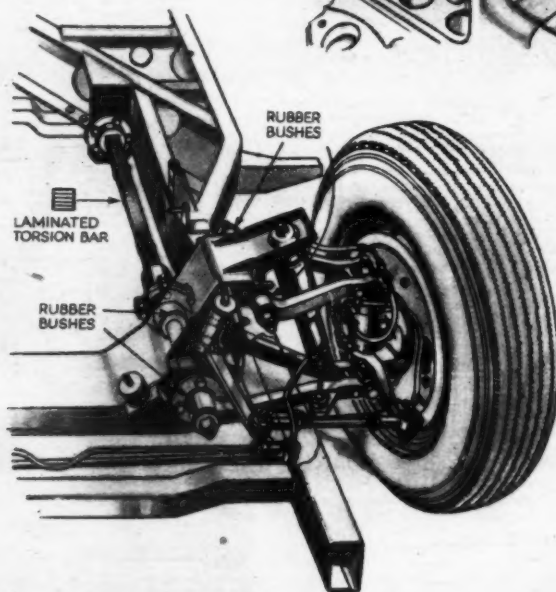
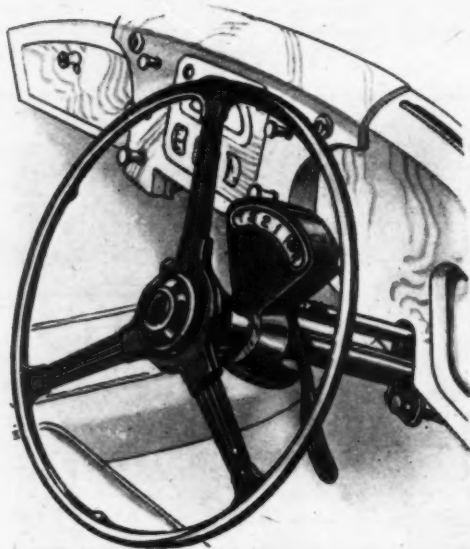
Statically and dynamically balanced, the integrally counterweighted crankshaft is carried in three main bearings. The connecting rods are steel stampings, with pinch bolt fastening to the gudgeon pins,

and the big-ends are split at an angle so that the assembly can be withdrawn upwards. The pistons are of heat-treated aluminium alloy with T slots, with three compression and one slotted scraper ring.

Lubrication is pressure fed by a skew-gear driven submerged gear pump which feeds through a full-flow oil filter to all main bearings and to the valve gear and timing chain. The oil galleries are drilled in the casting. Water circulation is by pump, which feeds water into the cylinder block, where jets are provided to play on the outer surface of the exhaust valve seats and plug bosses. The circulation is thermostat controlled.



Top: A graceful rear and happy wing lines. Below right: Front independent suspension, which uses a laminated torsion bar. Right: Holding down studs are well clear of the cylinder bores, avoiding distortion. Below: Neat quadrant gear control and indicator.



Water pump and fan, and the dynamo, are driven by triangulated V belt.

In unit with the engine is the fluid fly-wheel of the latest open circuit type, and the four-speed preselective epicyclic gear box. These components follow well established Daimler practice. From the tail of the gear box an open propeller-shaft runs back to a hypoid bevel final drive.

There is, however, something new for the pre-selector control. On the steering column below the wheel and centrally facing the driver is a neat quadrant-shaped box with a glass dial. When the pre-selector lever on the right side of the column is moved, a spot, illuminated at night, moves across below the glass dial and indicates which gear has been engaged. This is a decidedly attractive

refinement.

The frame of the new car is designed for stiffness. The side members are of box section from end to end, and are cross braced by a cruciform central structure in addition to the usual cross members. Independent suspension is fitted in front, and this differs somewhat from previous Lanchester practice. There is a very stout cross member with up-turned ends. On each side this member carries upper and lower wishbones. The inner end of the lower wishbone is coupled to a rearward mounted torsion bar which is square in section and built up of laminated spring blades. The tail end of the torsion bar is held in a vernier adjustable flange mounting so that the spring tension can be set. Telescopic hydraulic dampers are neatly mounted

between the limbs of the wishbones, and a torsion stabilizer bar is fitted between the two front suspensions. The inner ends of the wishbones are mounted in rubber bushes, whilst the outer ends have metal bearings which are lubricated from the automatic lubrication system with which the car is equipped. Half-elliptic rear springs are used, again with telescopic hydraulic dampers.

Particular attention has been paid to the braking system on the Lanchester. The equipment is the Girling hydro-mechanical; that is to say, hydraulic operation for the front and mechanical for the back brakes. The pedal operates on all four wheels, and the hand brake on the rear wheels only. The brake drums are of generous size, namely, 11in diameter.



Above and below : Roomy luggage locker and spare wheel stowage, ventilating quarter-lights, and a side appearance that is distinctly well balanced.



NEW CARS DESCRIBED

Aston Martin Coupé

FOUR AXLE RATIOS AND 120 B.H.P. ENGINE FOR COMPETITIONS

THE Aston Martin D.B. Mark II sports saloon has been a familiar sight in international sports car racing this year, but the Earls Court Show will be its first appearance at an exhibition in the British Isles. Since it was introduced at the New York Show in the spring, it has quickly made a name as one of the fastest closed cars in production, and in the Le Mans 24-hour race it tied for first place on performance index and established new records for lap speed and total distance in the 3-litre class.

A new model now introduced as an alternative to the saloon is the drop-head coupé. General equipment of both cars is similar, with two large and comfortable seats connected by an upholstered pad over the propeller-shaft tunnel so that three people can travel abreast. The space behind the front seat is normally available for luggage, but

an additional occasional seat can be fitted here if required.

The six-cylinder twin overhead camshaft engine, with its two carburettors, operating on a compression ratio of 6.5 to 1, gives 105 b.h.p. at 5,000 r.p.m., which is quite sufficient to propel the car at over 100 m.p.h., even on Pool petrol. However, for owners who wish to use their cars in competitions, a special high efficiency engine, known as the Vantage power unit, is available. This has a compression ratio of 8.2 to 1 and, with other modifications, including the use of bigger carburettors and a larger diameter inlet manifold, it gives over 120 b.h.p. This engine is supplied at an extra cost of £100 over the list price and is available in both the saloon and the convertible.

The sporting owner can, in future, make his choice from four different axle ratios. The gear change can be either

under the steering wheel or by means of a short lever mounted on a gear box extension.

Since the D.B.II Aston Martin was first announced, its brakes have been increased in size. The system used is Girling, with hydraulic operation for all four wheels, and has two-leading shoes with floating anchorages at the front. The front drums are now 12in diameter and 2½in wide, whilst those at the rear are 1½in wide. The lining area on the front brakes is now 103 sq in, which gives a total of 172 sq in.

ASTON MARTIN SPECIFICATION

Engine.—Six cylinders, 78×90 mm, 2,580 c.c. Twin overhead camshafts. Two carburettors. Compression ratio 6.5 to 1. 105 b.h.p. at 5,000 r.p.m. Vantage power unit, compression ratio 8.2 to 1, 120 b.h.p.

Transmission.—Dry single-plate clutch. Four-speed gear box: ratios: Top 3.77, third 5.01, second 7.46, and first 11.0 to 1. Many optional ratios. Hypoid bevel final drive.

Suspension.—Front independent, coil springs. Rear, parallel arm linkage and coil springs.

Main Dimensions.—Wheelbase 8ft 3in, track 4ft 6in. Overall length 13ft 6½in. Overall width 5ft 5in. Ground clearance 8½in. Weight 2,454 lb.

ROVER 75 FOR 1951 : NO RADICAL CHANGES IN DESIGN

AS might be expected, the Rover 75 saloon, which made its first appearance as an entirely new and advanced design in the autumn of last year, and is now in steady production, has required no special modifications for 1951. The only detail improvements to record are that the instrument panel has been redesigned with large circular dials for the speedometer and gauges, and that a clock visible to rear seat passengers has been embedded in the centre of the wood capping beneath the windscreen. Also the door hinges have been modified so that each door remains in the fully open position during entry or exit, and the action of opening the door switches on interior lights.

For a great many years Rover cars have enjoyed a notable reputation for refinement of running, and for durability of structure. The current 75 saloon showed a marked advance in design. Larger and lower coachwork of modern styling was mounted so as to bring the seats between the axles of a chassis of particularly rigid construction. The engine unit was also mounted farther forward, and the weight redistributed so as to obtain the utmost advantage from slow movement independent front suspension. At the same time the suspension linkage and steering were specifically arranged so that the car would ride with the utmost comfort and stability over the worst kinds of rough roads as well as over good surfaces.

The six-cylinder Rover engine has a special design of valves and combustion chamber which enables a high power output to be obtained from comparatively low octane fuel, with the result that this well found, extremely comfortable, quiet and yet lively car has an unusually low fuel consumption.



The current Rover 75 saloon.

SPECIFICATION

Engine.—6 cylinders, 65.2×105 mm (2,103 c.c.). Overhead inlet, inclined side exhaust valves. Aluminium alloy cylinder head. 7.25 to 1 compression ratio. Push-rod valve operation. Four bearing crankshaft with harmonic damper. Two horizontal carburettors. Pump water circulation. Pressure oil circulation with by-pass filter.

Transmission.—Single-plate clutch with sealed ball thrust, 4-speed gear box with controlled free wheel; synchromesh on third and top. Overall gear ratios: Top 4.3, third 5.82, second 8.24, and first 14.5 to 1. Divided propeller-shaft to spiral bevel rear axle.

Suspension.—Independent front with coil springs; half-elliptic rear. Telescopic hydraulic dampers at front and rear. Anti-roll link at rear.

Brakes.—Special Girling hydro-mechanical, with hydraulic front two-leading shoe brakes and mechanically operated rear. Hand-brake lever on right operates rear independently.

Steering.—Burman-Douglas high efficiency recirculating ball type worm and nut giving variable ratio.

Wheels and Tyres.—Easy clean wheels with Dunlop 6.00×15in tyres.

Fuel System.—12½ gallon tank. S.U. electric pump.

Electrical Equipment.—Lucas 12-volt. Coil ignition, automatic advance by governor and vacuum. Double filament head lamp bulbs with foot dipping switch.

Main Dimensions.—Wheelbase 9ft 3in. Track (front) 4ft 4in, (rear) 4ft 3½in. Overall length 14ft 10in; width 5ft 5½in. Ground clearance 7½in. Turning circle 27ft.

Jacking System.—Smiths Bevelift.



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MOTORISTS no longer fear the effects of a sudden tyre-burst . . . the dangerous instability set up by split-second axle-drop, and the quick swerve that can so easily cause a collision, or send your car clean off the road. The arrival on the market of the revolutionary new Goodyear Lifeguard safety tube makes tyre bursts as harmless as a slow leak.






Lifeguards enable you to bring your car to a gradual, straight, controlled stop after the most

violent burst. Inside the outer wall of the Lifeguard, a tough 2-ply safety tube takes the weight of the car. Axle-drop is so slight that it has no disturbing effects at all. Your safety is complete.

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<p>50 M.P.H.</p>  <p>As you speed along, pressure in chambers A & B is equalised by 2-way valve C. Inner tube D will move away from any sharp object that pierces tyre cover and outer wall E of Lifeguard.</p>	<p>BURST!</p>  <p>Like a bolt from the blue—a 'burst'! But nothing dangerous happens. 60 per cent of the air is trapped inside the safety tube, and its only escape is through the tiny vent in the 2-way valve.</p>	<p>SAFE STOP</p>  <p>Your wheel is supported by the safety tube. Axle-drop is negligible. There is no instability, no swerve. You simply bring the car to a straight, unhurried, controlled stop . . . in absolute safety.</p>

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FOR YOUR FAMILY'S SAKE, FIT THEM NOW



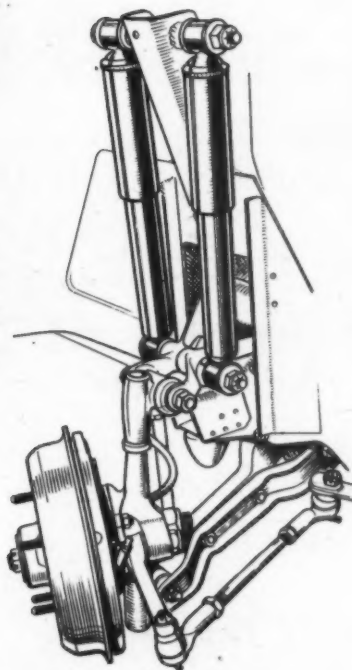
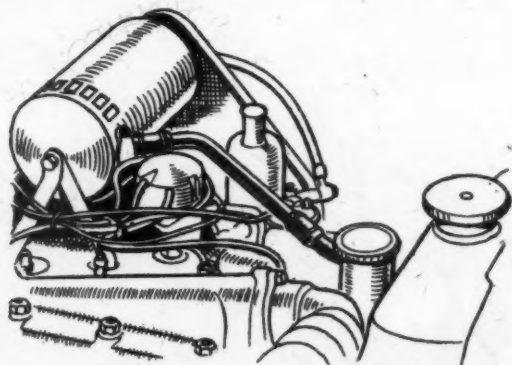
ASTON MARTIN: The new coupé is a notable addition to the ranks of the open cars. It has wind-up windows. On the right are the very readable instruments.

NEW IN 1951

POINTS FROM SOME OF THE MODELS



ROVER 75: A restyled instrument panel. The clock, at the top, is visible to rear passengers. The heater and free wheel control are under the facia.



MORRIS: Double telescopic dampers (Morris Six and Wolseley models) acting on an upper wishbone of the front suspension. (Left) The engine of the Morris Oxford, with the air cleaner connected to the sump breather.



Reg Parnell bringing the B.R.M. home victorious, in a cloud of spray, in the Goodwood Trophy race.

B.R.M. WINS

PICTURES OF THE FINAL GOODWOOD



Harry Schell's 1,100 c.c. Cooper, the engine of which had seized after breaking an oil pipe, coasting slowly over the line to win the third September Handicap by a narrow margin from Goodhue's Alfa Romeo.

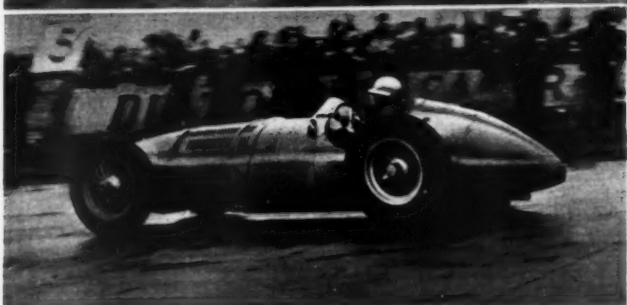


First lap of the 500 c.c. race; Dryden has gone past in the lead, which he held to the end. Following him are Brandon (who finished third), Coldham and Collins, all with Coopers. Stirling Moss came right through from the back row of the grid (positions by ballot) to gain second place.



Left: Bob Gerard, who finished third in the third September Handicap, passing Philip Fotheringham-Parker's Maserati in his faithful E.R.A. Below: the start of the Goodwood Trophy race, with de Graffenried's Maserati jumping into the lead. The B.R.M., the eventual winner, is hidden behind Ashmore's E.R.A. (right centre), while Johnnie Claes' Talbot is clipping the grass on the extreme left, forcing officials and photographers to leap for safety.



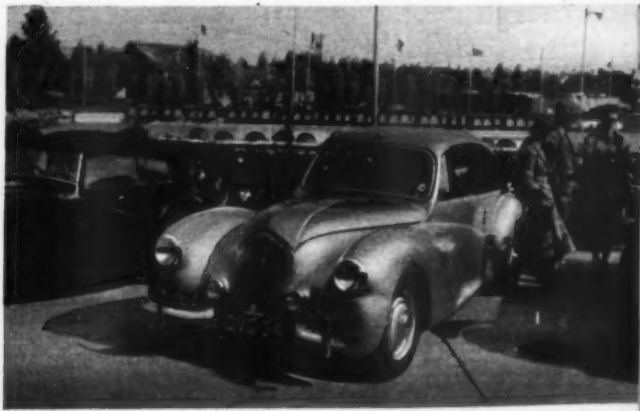


The start of the first race, the Madgwick Cup; victory went to Aston's 1,100 c.c. Cooper-J.A.P., after a long spell of bad luck; Shillito's Riley snatched second place from Harry Schell's Cooper on the last lap.

The B.R.M. from another angle, emphasizing the sleek lines of the car as Parnell streaks up the straight to win the Woodcote Cup event.

BUTLIN RALLY

At the East Anglian M.C. rally from Manchester and London to Clacton Top row : the Concours d'Elegance, with R.G. Playford's Healey, second to R.N. Richard's Ford in the post-war class. Bottom row : pre-war class winner, A.C. Sear's Frazer Nash, and H.W. Underhill's Alvis during the tests. Ian Appleyard (XK 120 Jaguar) won the Butlin Trophy, the main rally prize.





Flush sides are relieved by a long moulding line.

Triumph Roadster

**NEW CARS
DESCRIBED**

SLEEK LINES AND EXTENSIVE AUTOMATIC EQUIPMENT : A MAYFLOWER COUPÉ

SPECIFICATION

Engine.—4 cylinders, 85×92 mm (2,088 c.c.) Push rod operated overhead valves, wet cylinder liners, counterweighted three-bearing crankshaft. Pump water circulation with thermostat control and fan. Twin S.U. side-draught carburettors with twin hot spots. Submerged oil pump.

Transmission.—Borg and Beck dry single-plate clutch with balanced linkage. Three-speed synchromesh gear box, overall ratios: First 15.5, second 7.32, top 4.375 to 1. Laycock de Normanville hydraulically controlled overdrive, overall ratio 3.58 to 1. Hardy Spicer needle bearing open propeller-shaft, hypoid bevel final drive.

Suspension.—Independent front with wishbones and piston type hydraulic dampers. Screwed shackle pins. Half-elliptic rear with anti-sway bar.

Steering.—Cam and roller.

Brakes.—Lockheed hydraulic, two-leading shoe, with 11in drums 2½in wide. Mechanical hand brake on rear wheels.

Frame.—Rectangular box section side members, cruciform central bracing. Rust proofed.

Electrical Equipment.—Lucas 12 volt c.v.c. with 51 amp-hour battery. Centrifugal and suction controlled ignition advance.

Wheels and Tyres.—5.50 by 16in on detachable steel disc wheels.

Jacking System.—Jackall inbuilt, operated through floor.

General Dimensions.—Wheelbase 7ft 10in, track (front) 4ft 2½in, (rear) 4ft 6in. Overall length 13ft 10in, width 5ft 10in, height 4ft 7in. Turning circle 35ft. Ground clearance 7½in. Dry weight 22 cwt 3 qr 14 lb. Weight, including fuel, oil, water, and tools 24 cwt 1 qr.

The second point is that although the car has a decidedly racy look, it is intended as a fast and lively roadster or open touring car, and not as a sports model, or as a "dice box." It is a complete and fully equipped all-weather three-seater car, and embodies push-button control for almost everything, such as electrically operated windows and head lamp shutters, electro-hydraulic hood operation.

The bonnet top can be opened on either side or removed altogether, and the locker lid locked from inside the body.

For this new car the basis is the excellent engine and chassis which is used with variations for the Standard Vanguard and the Triumph Renown models. The wheelbase of the Roadster is 7ft 10in, track (front) 4ft 2½in, (rear) 4ft 6in. The four-cylinder overhead-valve engine has a compression ratio of 7 to 1 and is fitted with twin S.U. side-draught carburettors. It can develop 71 b.h.p. at 4,200 r.p.m. with a maximum torque of 108 lb/ft at 2,000 r.p.m. The weight of the complete car with oil and fuel ready for the road is given as 2,716 lb, so that the lb per c.c. figure is 1.3 and the lb per b.h.p. 37.1.

Three speeds are provided by the synchromesh gear box, the overall ratios being first 15.5, second 7.32 and third

4.375. But in addition a Laycock de Normanville hydraulically controlled overdrive is fitted into the tail of the gear box and this gives an overdrive top gear ratio of 3.58 to 1. The equivalent engine speeds at 20 m.p.h. are, overdrive 926 r.p.m., top 1,140, second 1,904. The maximum speed of the car on top gear is given by the makers as 85 m.p.h. and the acceleration from a standing start to 50 m.p.h. through the gears as 14 sec; average fuel consumption 22-24 m.p.g.

Some idea of the graceful appearance of the Roadster can be gathered from the photographic illustrations, but these do not entirely bring out the lines, for the cross section of the front to rear wing structure is in the form of a Norman arch, so that a faint "spine" runs from end to end, and separates the mass of the body from the masses of the wings, and so lightens the appearance of the whole. This is perhaps a rather difficult touch to describe in words, but is at once evident when looking at the car.

Primarily this body is a three-seater, with a wide seat, trimmed in hide and cushioned with Dunlopillo, for three in a row, and wide doors for easy entry.

Grouped instruments and inbuilt radio in the fascia.

AT the outset two particular points about the new Triumph Roadster call for emphasis. The first is that the appearance is right in the front rank of modern styling. An English designer has appreciated the finer points of aesthetic taste, and has provided a car in which the shape is so well balanced and contrived that a minimum of ornamentation is needed. This is a very pleasant relief from the lumpy swellings and the chromium chiaroscuro of some recent fashions.



These doors automatically remain open when required. The body is built of light alloy throughout, and constructed on a double skin principle, giving rigidity. The cavities between the skins house the various electro-hydraulic operating mechanisms. With many of the bench seats on the cars of today, the adjustment for leg reach is apt to be a nuisance; in the catalogue they move easily, and in the car they require someone behind to push or pull whilst the driver fumbles with a catch. But on the Roadster there is something new in seat adjustment. The driver presses a button and an electro-hydraulic control mechanism moves the seat as required. A wide and inclined screen of curved glass, with twin wipers, is built into the front of the scuttle, and triangular hinged glass panels, built into the forward top of each door, are controlled by definite winding gears. The doors are front hinged and open at the back. They have push-button locks. Behind each triangular panel is a glass drop window, and this, too, is push-button operated.

The Hood

Across the top of the body behind the squab of the seat is a metal panel or deck which conceals the folding hood. The panel can be hinged upwards, and when a button is pressed another hydraulic mechanism raises the hood from its nest, opens it and spreads it forward to meet the peak of the screen, where it is then locked and the car becomes a completely enclosed one. These hydraulic mechanisms are driven by electric motor from the battery, so that the controls can be used even if the engine of the car is not running.

It will be noticed that no head lamps can be seen. They are concealed behind vizors in the nose of the front wings. An electric control on similar lines to the mechanism of a screenwiper opens or closes the vizors, and is operated by a button in front of the driver. A plunger on the floor operates the dip and switch. Yet another novel touch is that the fastening of the balanced locker lid is also controlled from inside the car, rather like the fastening of an alligator top bonnet. The fuel tank can be filled through a lockable cap on the top of the lid, or when the lid is opened. The top panel of the bonnet does not open alligator fashion but can be opened on one side, or on the other side, or can be re-



The central filler cap is used as a tail motif.

moved altogether. When closed it is locked at four points.

Within the tail of the car is a luggage locker of considerable size, which extends forwards underneath the compartment for the folding hood. At the point of the tail is a 12-gallon fuel tank. Below the floor of the locker is a completely enclosed tray carrying the spare wheel; the tray can be dropped downwards by means of an inbuilt screw jack, and the wheel easily removed without having to lift it. Outboard traffic indicators are somewhat out of place on a car of this type, so "winking" lamps are fitted instead. They are preferred overseas, even if they are not yet legal in this country.

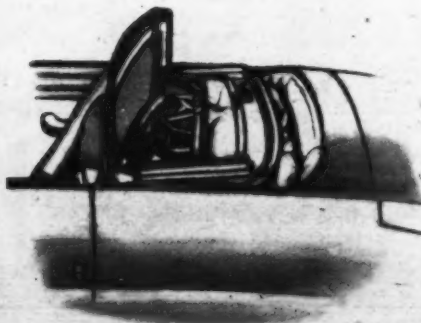
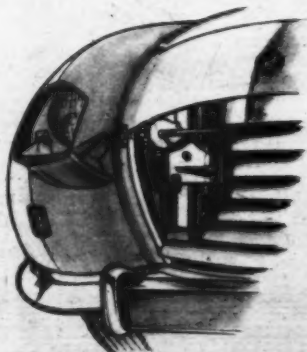
The facia of this car is of neat design, with the instruments and secondary controls grouped in the centre. A steering wheel with multiple spokes banked capital T-shape allows the instruments to be easily seen. There is an inbuilt heater unit with an air duct from the front concealed in the body structure, and an inbuilt radio set with twin loudspeakers in the body sides below the scuttle.

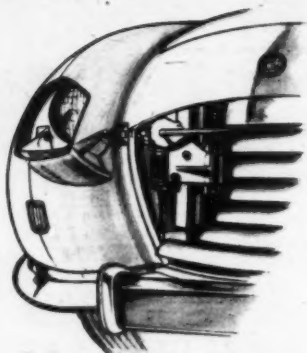
Taking advantage of an opportunity to give the new Triumph Roadster a day's run, *The Autocar* formed the following impressions of its general behaviour. It represents a very considerable advance over the previous model in most respects. The extra urge of the engine has been obtained without loss of manners, and coupled with the overdrive gives a

considerably improved performance, in the sense that the comfortable and easy cruising speed is higher. The new car has excellent steering, light and reasonably quick, and quite definite; that is to say the driver can place the car on a fast curve exactly as he wishes.

The stability is good, and the suspension provides a flat ride with nothing indefinite about it. At the outset of driving the car there is a slight suggestion of slow pitching, but with a passenger on board this impression fades in favour of an appreciation of the stable ride and the controllability. In short, the car feels perfectly safe throughout the range of its performance. Roadability being of a high order, it is easy to put up a high average speed without appearing to drive hard, and without becoming tired. An average of 48 miles covered in an hour is not difficult to obtain, without being a nuisance to other users of a normal main road. Bearing in mind the import of the last few words, that is a good performance, because it means that acceleration is good, and that the car responds exactly to its controls. In a sense, the Laycock de Normanville overdrive plays a large part in the attractiveness of this car. One has good acceleration on normal top gear, and flexibility at the lower end. But out on the open road, the overdrive gives a high cruising speed with a minimum of effort, the engine just ticks over and the hedgerows fly past. There is, too, quite good flexibility in over-drive.

(L. to R.) Automatic electrical opening of the head lamp lids; Hydraulic gear for the hood and hood panel; The luggage locker, with spare wheel and tools under the floor.





Horizontal plated slats are used at the front.

Triumph Roadster

continued

One cannot help being fascinated by the electro-hydraulic push-button controls, although one might have a secret feeling beforehand that they are "trimmings." But when they are used they work very well indeed, and the mind accepts them as definite advantages.

TRIUMPH MAYFLOWER COUPÉ

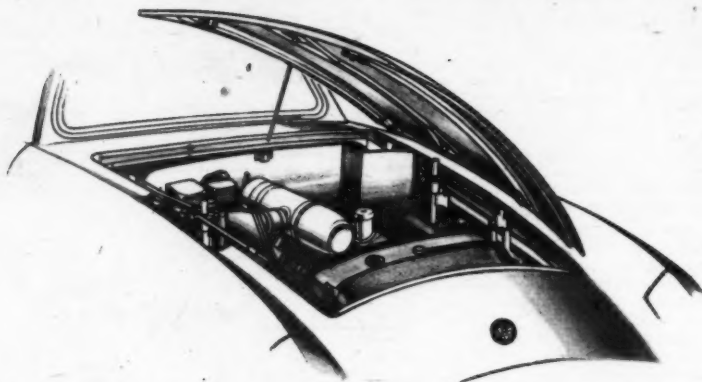
ORIGINALLY, that very attractive car, the Triumph Mayflower, was produced as a saloon only. But there are so many users of a car of this economical size who want it as a fresh-air vehicle as well as a closed one that it is now being offered as a two-door four-seater drophead coupé. The characteristic knife-edged style and the interior capacity of the new coupé are very similar to those of the saloon, with a divided bench front seat which tilts and folds forward to give access to the rear compartment, where there is a wide seat with side armrests.

The wide doors carry winding drop windows which can remain up when the head is folded. There is a centrally hinged glass ventilator flap at the front edge of each window. With the head up the car has a very smart appearance.

The head is clipped by two toggle joints to the top of the fixed windscreen structure, and when these clips are released the head can be folded neatly back to an almost flat position. At the back of the body is a locker of large capacity.

On the Mayflower the instruments are grouped in the centre of the fascia with large shelves on each side. Provision is made for the incorporation of radio and heater as extras. Main points of the chassis specification are a four-cylinder side-valve engine of 1,247 c.c. developing 38 b.h.p., in unit with a three-speed synchromesh gear box and single-plate clutch. Final drive is by hypoid bevel.

Independent front suspension is by wishbone and coil springs, and half-elliptic rear springs are used. Lockheed two-leading-shoe hydraulic brakes are fitted. Overall dimensions, length 13ft. width 5ft 2in, height 5ft 2in.



The bonnet top opens to either side and is also removable.

For example, push-button control of driving seat adjustment might sound rather needless. But in point of fact to be able to adjust seating position to a fraction without the least effort is quite a blessing. Also it is excellent to be able to thwart a rainstorm when met with the car open. The seat is press-buttoned forward, two little side flaps on the after deck are undone, a catch

releases the deck to open up, and then a button on the scuttle erects the hood out of its compartment and rolls it forward to meet the windscreen peak, where it is easily and firmly clipped by a pair of toggle catches. All of which is done in a matter of seconds when one knows the drill. A complete Road Test on this quite fascinating car is looked forward to in the future.



(Above) The new drophead coupé on the Mayflower chassis. (Below) Comfortable seating, whether open or closed.





A coachbuilder's drawing of the new coupé.

ALVIS: NEW DROPHEAD COUPÉ AND SPORTS COACHWORK FOR 3-LITRE

INTRODUCED in March of this year, the 3-litre Alvis is a relatively new model, and therefore has needed no amendments or modifications for 1951. The range of coachwork, however, has been increased by a Tickford two-door drophead coupé of very attractive appearance, and of graceful styling similar to that of the four-door saloon. The head can be folded flat down, or it can be used with only the peak furled in the coupé-de-ville style. The interior arrangement includes a divided bench front seat and a wide rear seat with folding central arm-rest. The third edition of the 3-litre is a sports two-seater with two doors and a concealed hood. Generally the body design follows the lines of the earlier Alvis sports model, with one considerable difference, the frontal appearance is now typically Alvis, with classic radiator and all.

It is interesting to record this abandonment of an American-cum-Continental style of front in favour of a return to the typically English. This new sports car is fitted with a special engine developing 95 b.h.p. at 4,000 r.p.m. In all Alvis models the spare wheel is carried in a tray underneath the tail, so as to leave the wide inbuilt luggage locker free from obstructions.

Special features of the 3-litre Alvis are, first and foremost, that it has been built as the result of a vast experience of making durable cars, possessed of a lasting high performance. The Alvis has always been a sound engineering job. The car has a "nearly square" six-cylinder engine of almost equal stroke-bore dimensions which has been specifically designed not merely to be smooth at high revolutions, but also to

produce a high output at the lower range of revolutions, so as to be flexible and provide good acceleration. This sturdy engine is in unit with an excellent type of four-speed synchromesh gear box controlled precisely by a short, central gear lever. The frame of the car is box section throughout, and the independent front suspension, light in unsprung weight, is based on a particularly rigid front cross member.

ALVIS 3-LITRE SPECIFICATION

Engine.—6 cylinders, 84×90 mm (2,993 c.c.). Overhead valves operated by push rods. Seven main bearings. Pump and fan cooling with thermostat. Forced lubrication by submerged gear pump with floating intake filter. Solex dual downdraught carburettor. Compression ratio: 6.9 to 1. Max. torque 147 lb.ft at 2,000 r.p.m. Piston speed at 1,000 r.p.m. 590.6 ft per min.

Transmission.—Single-plate clutch. 4-speed gear box. Overall gear ratios: Top 4.27, third 5.68, second 8.24, first 12.68 to 1. Hardy Spicer open propeller-shaft. Hypoid bevel final drive.

Suspension.—Wishbone and coil spring independent front, half-elliptic rear. Girling hydraulic ram-type dampers.

Steering.—Burman-Douglas worm and nut.

Brakes.—Lockheed hydraulic two-leading shoe in 11in drums. Pistol-grip hand brake on rear wheels only. Total friction area 189 sq in.

Tyres and Wheels.—Dunlop 6.00×15in on bolt-on disc wheels.

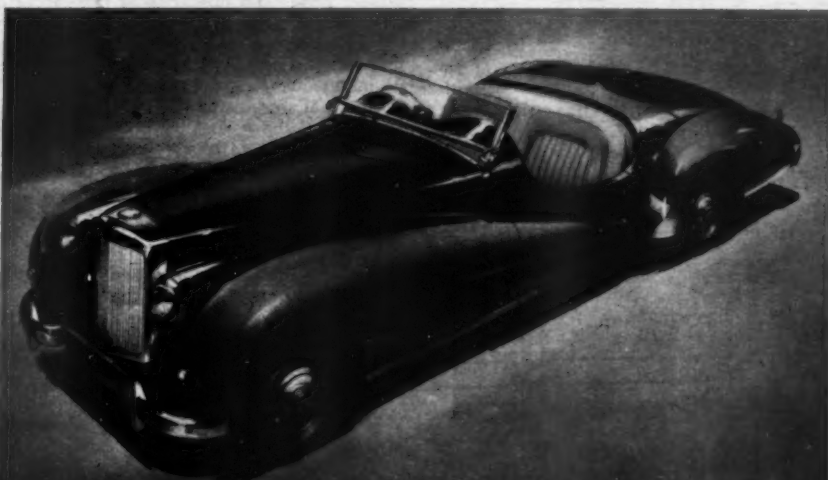
Fuel System.—14.3 gall rear tank; 2 gall reserve supply operated by switch-on instrument panel. AC mechanical fuel pump, camshaft operated.

Electrical Equipment.—Lucas 12-volt, centrifugal and vacuum advance and retard.

Jacking.—Bevelift at four corners.

Main Dimensions.—Wheelbase 9ft 3½in (283.21 cm). Track, front 4ft 6½in (138.747 cm), rear 4ft 6½in (137.477 cm). Overall length 15ft 4½in (468.629 cm). Height 5ft 3in (160.019 cm). Width 5ft 6in (167.639 cm). Ground clearance 7½in (19.049 cm). Weight, chassis 17 cwt (8,551.4 kg). Complete, dry 27½ cwt (13,833 kg).

The sports 3-litre has a fold-flat screen and traditional radiator.



The Autocar ROAD TESTS



DATA FOR THE DRIVER

DYNA PANHARD TYPE 120

PRICE (in France), with four-door saloon body, 486,756 francs = £508.
Not available on British Market.

ENGINE: 7.8 h.p. (R.A.C. rating), 2 cylinders, overhead valves, 79.5 x 72 mm, 745 c.c. Brake Horse-power: 32 at 5,000 r.p.m. Compression Ratio: 7.5 to 1. Max. Torque: 38.6 lb ft at 2,700-2,900 r.p.m., 15.1 m.p.h. per 1,000 r.p.m. on geared-up top gear; 10.8 m.p.h. on direct 3rd gear.

WEIGHT: 12 cwt 0 qr 12 lb (1,356 lb). LB. per C.C.: 1.82. B.H.P. per TON: 52.86.

TYRE SIZE: 145 x 400 mm on bolt-on detachable rim wheels.

TANK CAPACITY: 6½ English gallons. Approximate fuel consumption range, 35-40 m.p.g. (8.1-7.1 litres per 100 km).

TURNING CIRCLE: 28 ft 6 in (L and R). Steering wheel movement from lock to lock: 2.4 turns. LIGHTING SET: 12-volt.

MAIN DIMENSIONS: Wheelbase, 7 ft 6 in. Track, 4 ft 6 in (front and rear). Overall length, 12 ft 6 in; width, 4 ft 8 in; height, 5 ft 1 in. Minimum Ground Clearance: 4 in.

ACCELERATION

Overall gear ratios	From steady m.p.h. of 10-30 sec	20-40 sec	30-50 sec
4.50 to 1	15.9	15.2	19.6
6.33 to 1	9.8	10.6	13.5
10.35 to 1	6.7	—	—
16.70 to 1	—	—	—

From rest through gears to:—

30 m.p.h.	8.6	—
50 m.p.h.	22.3	—

SPEEDS ON GEARS

	(by Electric Speedometer)	M.p.h. (normal and max)	K.p.h. (normal and max)
1st	..	13-20	21-32
2nd	..	26-32	42-51
3rd	..	44-53	71-85
Top	..	71	114

Speedometer correction by Electric Speedometer:—

Car Speedometer	Electric Speedometer
10	= 10.0
20	= 19.5
30	= 29.0
40	= 38.0
50	= 47.0
60	= 57.0
70	= 66.0

WEATHER: Dry warm, wind fresh. Acceleration figures are the means of several runs in opposite directions.

Although it has individual touches of style, the lines of the Dyna Panhard give little indication of its highly unorthodox design. The four-door layout in conjunction with a wheelbase of only 7 ft 6 in is noteworthy.

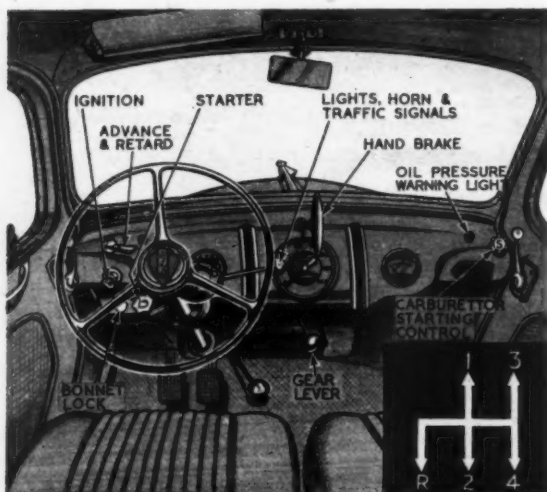
No. 1415: DYNA PANHARD 120 SALOON

WITH the stupendous performance of several Dyna Panhard 120s in that test of tests, the French Alpine Trial, last July, in the front of the mind one can only expect on taking over an example of this car for trial on more general lines to find something right out of the ordinary among small cars. That has certainly been the experience of members of *The Autocar* staff, experienced in a wide diversity of cars, during prolonged driving of a Dyna 120 brought over specially to England with the co-operation of the Paris factory. This is the latest model, which made its debut in the Alpine Trial with bigger bore and higher gear ratios, and offered as an alternative to the Type 110, of 610 c.c., of which some thousands have been sold in the past two and a half years.

Whatever test the car might be subjected to in this country, it could not even begin to be as severe as that imposed by the conditions of the Alpine Trial, consisting of virtually 2,000 miles of mountain climbing at a high average speed, as was achieved by six cars of this type without loss of a single mark. But there is the greatest possible interest in applying more normal standards of judgment to a design which is unconventional, excitingly original, and which, indeed, breaks fresh ground.

A very brief outline of the specification of the Dyna is sufficient to show how very little regard the designers have had for hide-bound convention. Its engine is a horizontally opposed twin cylinder with a stroke-bore ratio of 0.905 to 1, air cooled, driving the front wheels; the engine has fixed cylinder heads and operation of the valves by torsion bars. It has roller bearing big-end and main bearings and every step has been taken to obtain and maintain volumetric efficiency and an ability to rev freely. The rear suspension, not independent, is by torsion bars at right angles to the longitudinal axis of the car in conjunction with a rear axle of roughly V shape, and the body, separate from the chassis, is of aluminium. Total weight only just exceeds 12 cwt (1,356 lb) in running trim, and in spite of an engine capacity regarded in post-war England as diminutive the power-to-weight ratio on a b.h.p. per ton basis is very favourable.

The Dyna makes a bold, intelligent approach to economical and yet thoroughly interesting motoring. It has comfortable seating for four people in the four-door saloon body, and ample room in the front compartment. It proves capable of 35 m.p.g. with hard driving, and could show an appreciably better figure at moderate speeds. Yet such are the efficiency of the engine, and the qualities of road holding and control conferred by the design, that if it is driven enterprisingly it has the heels of almost any



machine, big or small, except those relatively very few that are driven much faster than the average. The maximum speed of a genuine 71 m.p.h. is a creditable figure for so small an engine. The outstanding feature of the performance is, however, that so glued to the road are the wheels, so accurate is the control, and so much is gained from its handy overall size that it can put up astonishing average speeds, still feeling safe.

Cornering behaviour is phenomenal and yet practically no effort is required from the driver, for the steering is of the "dead beat" variety, meaning that one has practically nothing to do other than bear on the wheel with gentle pressure. The steering is devoid of road shocks and quick through being high geared, yet not sensitive to road shocks.

On the reverse side of the picture of this remarkable small car are to be considered that by standards of British judgment it is somewhat noisy mechanically, though not to an extent which makes the connoisseur who can appreciate real road quality in a car feel critical of it. Except when starting away and at the lowest speeds in traffic the fact of the engine having only two cylinders can be felt very little indeed, and from about 25 m.p.h. upwards it smooths out beautifully. It settles down to a steady beat which causes the driver entirely to forget what type of power unit is under the bonnet. It is noteworthy that when the car was taken over from the factory the distance recorder registered the equivalent of 15,000 miles.

If a car can go round the Alpine Trial course as the Dynas did there are not likely to be any overheating problems, and at no time in this prolonged test could any hint be detected to its disadvantage that air cooling was employed, although this principle does, of course, tend to greater noise as compared with a water-cooled engine. Rapid warming up from cold more than offsets the corollary of rapid cooling off when stationary.

"Dead Safe"

Less than usually does the handling of this car need to be split up into the individual components. It feels much more than usual a balanced entity in which the steering, already described in some detail, and the hydraulically operated brakes behave exactly as required without being either obtusive or in any way lacking. The steering is so accurate that it is dead safe, and the brakes are so potent, without being fierce, that both features contribute full marks to the general impression of safety which the Dyna so strongly conveys. They do not need a heavy pedal pressure and in over 2,000 miles, which had been covered by *The Autocar* at the time of these notes being prepared, most of it hard driving, they had not needed adjustment. On dry roads, at all events, the throttle foot can be lifted with impunity on bends, or braking be applied, without any sign of front-wheel drive temperament. The suspension is firm and absorbs shock extremely well, permitting fast driving over stone setts, resembling pavé, without any suggestion of maltreatment, and with remarkable freedom from booming and road noise or rattle in the aluminium body even over really rough surfaces.

In town traffic the Dyna's liveliness and compactness are great assets. Fourth speed is geared up and is a quite high ratio for a 745 c.c. engine. It gives remarkably easy fast cruising, up to even 60 m.p.h., but is limited as regards low-speed flexibility unless some care is taken with the throttle pedal in fairly close traffic, for which the third gear is ideal. Actually the engine will accelerate smoothly from about 15 m.p.h. on top or fourth, and 8 or 9 m.p.h. on the direct-drive third. On the overrun a whine is heard from the geared-up top.

It is characteristic of the French outlook on motoring and of the natural aptitude of the home driver that a hand ignition advance and retard control is provided, giving a considerable range of timing adjustment. This needs to be used intelligently to check pinking on a fuel such as approximately 72-octane British Pool when accelerating from the low and middle speeds, and to give the engine the benefit of the full advance towards the higher speeds.



The body panels are of pressed aluminium, whilst external decorations, door handles, and even the bumpers are in the same material. The exposed spare wheel shows how the rim is detached leaving a "spider" attached to the brake drum. The rim is in steel with an aluminium facing ring.

On the "Super" grade fuel in France it was found that the control could be left at full advance at all times, and the engine gained appreciably in performance and smoothness.

The gear change is unusual. It is neither of the steering-column type nor in the old floor position, but operates centrally under the edge of the fascia; it has a clean up-and-down movement between first and second, and third and top, respectively, and sideways against spring pressure for reverse. The changes are plain, that is, without the aid of synchromesh, and can be made with great facility by double-declutching treatment as soon as the driver has the knack, which is easily acquired by anyone experienced in the pre-synchromesh era. It was found to be a point particularly to remember to slip into neutral at traffic lights and so forth just before the car finally stopped, otherwise difficulty was usually experienced in getting neutral and selecting first for subsequently moving away.

Driving position is admirable, with a non-spring type of wheel of good diameter at a very convenient angle. Good support is given to the shoulders and the seats prove most comfortable in a day spent in the car; the front seats are instantly adjustable by freeing a spring-loaded catch. Foot positions on the pedals are natural and comfortable and there is plenty of room for the left foot off the clutch pedal. Left-hand drive was, of course, fitted to this car, straight from France.

Two horns produce a penetrating, but not unpleasant,

One of the deeply finned cylinders is seen. An aluminium barrel is shrunk over a steel liner. All auxiliaries are exceptionally accessible, including, ideally, the miniature ignition distributor. Oil filler and dipsticks for the engine and gear box and final drive units are also convenient, and sparking plug removal is quite easy. Also reached under the bonnet is the 12-volt battery. Behind the exhaust pipes is seen the upper transverse leaf spring of the i.f.s.



ROAD TESTS continued

note, and light "peep-peep" sounding for normal occasions is possible by means of the sensitive control on the steering column, which is a story in itself. By means of multiple contacts within a spherical housing a single control arm, with combined rotary movement and in different planes, sounds the horns, gives the various combinations of lights, flashes the lights as a signal at night, and operates winking-type traffic signal lights at front and back. A subsidiary control enables parking lights to be switched on on one side only, as permitted under French law.

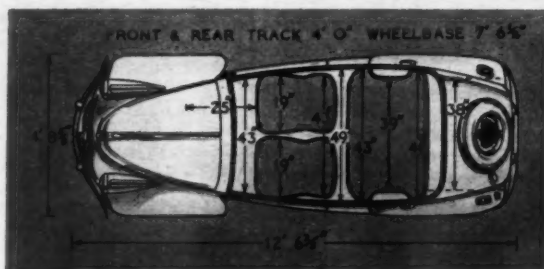
Instruments are restricted to speedometer with trip distance recorder, ammeter, and fuel tank gauge, all of clearly read type. Oil pressure warning is given by a signal light on the side of the facia remote from the driver.

Interior finish and furnishings of the body are plain, but adequate and practical. Sliding instead of winding windows are used to save weight as well as to enable valuable inches of width to be utilized, it being most noticeable that full-size people do not get in each other's way in the front compartment in particular. This type of window is inclined to produce draughts; no provision is made for interior heating or windscreen demisting. Provision for carrying oddments is limited to a roof net above the windscreen and pockets in the back of the front seats. Three doors can be slam-locked and the fourth is locked with a key. The roof light is switched on day or night by opening the front doors and has a separate switch in addition. There is no rear window blind or sliding roof, the latter never having been a feature favoured for standardized adoption on Continental cars. The windscreen wiper motor, mounted just behind the facia, is noisy; conforming with a French regulation, it can also be worked by hand.

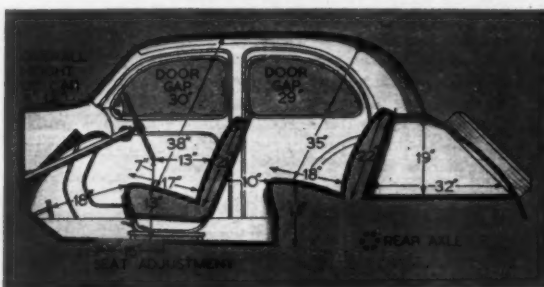
Whilst objection can be raised to the fact that access to the luggage compartment is by pulling forward the rear seat back rest, praise is quickly accorded to the actual capacity of the compartment. It is unrestricted by the spare wheel, uncompromisingly carried exposed on the tail.

An admirable beam, yellow tinted under current French

regulations, is given by the head lamps, adequate for full speed at night, the range as well as the width of spread being excellent; whilst the anti-dazzle beam seems to be universally accepted by other drivers. On a number of nights the car was not under cover in chilly weather, but it started instantly each morning, requiring minimum use of the mixture enriching control. A valuable and now rather rare provision is a battery master switch within reach of the driver.



Measurements in these scale body diagrams are taken with the driving seat in the control position of fore and aft adjustment and with the seat cushions uncompressed.



Adequate leg room and width are given in the rear compartment and the upholstery is attractive and practical in combined plastic hide and cloth. Inset: Access to the luggage compartment is thus. The capacity is greater than in some bigger cars.

Floor level is below that of the door sills, but both front and rear floors are entirely unobstructed by controls or projections. The floor covering is highly practical, if unglamorous, in rubber sheeting. Seen also are the multi-purpose electrical control on the steering column, the pull-out-and-twist hand brake control at the top centre of the facia, and the gear lever, with knob in hard rubber, beneath the facia edge, also placed centrally.



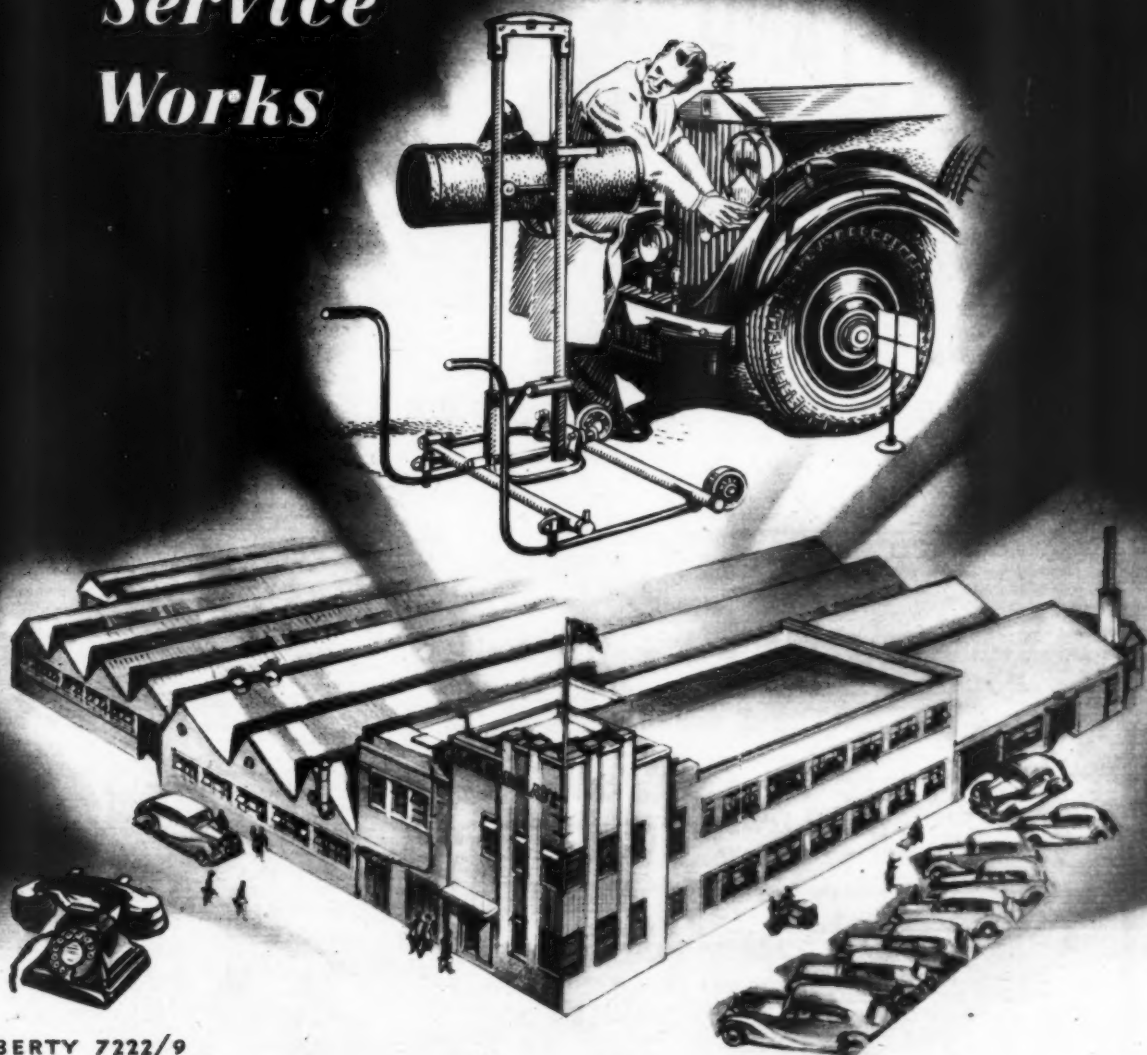
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With an eye to the future



Motor Show. Earls Court. Oct. 18th-28th

CLEVELAND PETROLS LATER

Disconnected Jottings

BY THE SCRIBE
Drawings by Barry Appleby

Production

WHEN I recently set out before dawn—a moment best forgotten—I expected at least to have the road to myself. Traffic approaching in quantity from the opposite direction was automatically interesting, and I managed to discern A.40s and Vanguards as they slipped by.

I immediately had visions of doctors rushing about on urgent summonses until this theory was contradicted by glimpses of Morris commercial vehicles. These, combined with an impression of shabbiness from the



Moment best forgotten.

cars, brought home the truth—more vehicles for export, all with protective coatings on the chromium which gave the dull appearance in the dark.

When reading production statistics I frequently marvel that "so many cars per minute of every working day" can be despatched without creating bottlenecks. These night runs are evidently part of the answer.

High Spots

ONE of the most exciting views south of the Border—if not the most exciting—is obtained in Nant Ffrancon in the neighbourhood of Llyn Ogwen. On one side is the Glyder Group, on the other the Carneddys, and the climb up to them on the road through the pass is one of rising excitement until the splendid climax is reached. In such areas the motorist feels grateful for the fine roads which enable him to approach the hills, for mountaineering is not everyone's pastime. The mountaineer's Snowdonia is another region superimposed on the tourist's. I have been reading about it in a scholarly work on Snowdonia (*The Mountains of Snowdonia*, republished by Crosby Lockwood) and was surprised to learn with what respect Snowdonia is regarded by true climbers. The remarkable Mallory is commemorated in Mallory's Slab, a direct climb up Lliwedd, and Longland's is the name given to the final 200ft of the East Peak. Colin Kirkus first climbed Lots Groove—"a



Urge to get among the hills.

steep right-angled groove which merged into an overhanging crack"—and the camera of F. S. Smythe has recorded some of the finest views. Mountaineering must give rise to a breadth of outlook which makes for tolerance. Apparently the men of the mountains have rarely shown resentment of the valley-bound tourist, and some of the climbers of the beginning of the century were also pioneer motorists, glad of the new machine that enabled them to reach their famous haunt at the head of the Llanberis Pass in the shortest possible time.

It is curious that comparatively recently mountains were regarded as ugly excrescences on the fair face of the country, almost repulsive. Now, most people feel the urge to get amongst the hills at least once a year—a reversion to the Bible outlook. "I will lift up mine eyes unto the hills, from whence cometh my help."

Signs

DOWN the Bristol Channel way—north side at least—the critics of signposting on British roads would surely be silenced. It seems that every village is included on the new signs that festoon the sides of the roads. These are purely "local" signs, omitting the road number, but indicating all the minor spots that are to be found off the main road. It seems to me that, with these, only a moron could complain about lack of information.

Personally, I am quite happy with the country as it is, and with my set of good maps. I am rarely lost, and then only for a few moments. In view of the criticisms that the authorities get over this matter I boast unblushingly of my ability to go where I want to go, because I think it is high time that someone had a good word to say for the great efforts that have been made. Is this continual desire for every item of information a little more of the attitude of the State owes me a living, and must nurse me from cradle to grave? Give me the pioneering spirit

—a road, a map; a compass, if you like. Oh, yes, and thou to commiserate with if I come unstuck.

Dandering

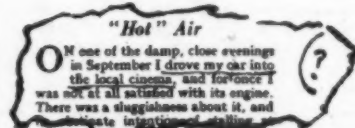
EVERYONE must do a little "dandering" occasionally, even if only because it is very pleasant to kill time before an appointment in a leisurely scrutiny of the countryside rather than sitting idly in the car in the city. But now that the roads are so crowded again this dandering has to be reserved for the reasonably quiet



To kill time.

stretch on the road with plenty of opportunity for overtaking.

I consider that there are occasions when one must resist the temptation to potter along, out of courtesy for those behind who have many miles to cover. What a likeable person is the dandering driver who pulls in tight on a winding road to let one pass—and what a maddening creature he who crawls round the bends, then hops the centre in a brief speed-up.



THE little reproduction above is from the proofs of my page last week with the query of the censorious printer's reader. Was I a careless driver or am I a careless writer? He leaves the question open.

I was reminded of the outrageous gesture, long, long ago, of a young friend. Skidding and tobogganing at a North London cross-roads, his decrepit little two-seater piled up over the pavement and against the steps of a cinema. As people rushed up and the Law stalked over, he rose from the ruins, stepped over to the pay-box and said in a loud, firm voice, "Two nine-pennies, please miss." Right-minded readers will be reassured to know that the worshipful magistrate, a hard man, contributed a proper ending.

CORNISH COLLECTION



White pyramids of china clay at Roche. Shipped from the ports of South Cornwall, the clay is an important export, and the great mounds left on the moors by the workings are a landmark visible for miles.



Massed hydrangeas at the Carlyn Bay hotel on the cliffs between Par and St. Austell. They are of a vivid, electric blue, said to be due to iron in the soil. The cliffs of Cornwall are honeycombed with mine workings of tin and iron, mostly disused like these (below) near St. Just, on the north coast.



St. Ives, though still a fishing port, draws thousands of visitors to its picturesque harbour, and there is a considerable artist colony. Favourite subject: the soft blue used on many doors and windows locally.



NO district of England has attracted more tourists this year than the West Country. In particular the rugged coastline of Devon and Cornwall, with its numerous quiet "porths" (bays) with fine stretches of sand lapped by the Atlantic on the North side, has drawn thousands of visitors this summer.

North Cornwall is bleak on stormy days compared with the more sheltered South Coast resorts, along what is known as the Cornish Riviera, but the wonderful panoramas of rocky coastline, and to sea the succession of long rollers, provide ever varied picturesque scenes. In fine summer weather almost every one of the numerous coves from legendary Tintagel to the End is frequented by motor tourists, yet the large smooth stretches of sand never seem crowded and lovers of the surf-



The old church at St. Mawgan.



One of the many firm Atlantic beaches on the north coast which are easily reached by a car.



All the little ports have their populations of great herring gulls, noisy and voracious.



At Zennor, a granite village near St. Ives, is the Logan Stone, a great boulder which rocks on its mountings. (If a girl can climb it nine times, she becomes a witch. . .)

Newquay, the most popular resort in North Cornwall, is famed for its beach and golf course, but also has a pleasant little harbour usable, like most of the ports in the north, only by fishing vessels and small craft.

board find ample amusement. Many of the smaller bathing beaches are sheltered and quite unspoiled and will remain so. Those who prefer the noted seaside resorts are well catered for on North and South coasts and also find amusement.

Cornish roads are good if narrow, the dwellings quaint and plain. Hills are not so sharp as in Devonshire, though to reach the quieter bays narrow winding lanes need care. In the fishing villages the streets are so narrow that passing is almost impossible so that one-way traffic is the rule. The accompanying scenes were taken in August when touring with one of the new 2,267 c.c. Humber Hawk saloons to be introduced at the Earls Court Show. It proved a most suitable and handy vehicle for the varying tests to which it was subjected in this region.



CORRESPONDENCE

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RAIN SPOTTING

American Cars Also Affected

[62928.]—In reply to letter [62901] I have had exactly the same rain spotting trouble on the maroon finish of an American-built Lincoln Zephyr, and also a Hupmobile. The marks were sometimes completely removed by polishing, but at other times the surface appeared to have an immovable film, below which the spot marks apparently were. On these occasions, generally when the weather was excessively humid, no amount of elbow grease would remove the marks entirely.

We finally cured the trouble by recellulosing the Lincoln black (incidentally at a cost of 1/7th of the original list price of the car). I understand the trouble to be caused by the pigments used to create a maroon shade.

Uppermill, Lancashire.

RAYMOND R. WHITTLE.

Does Water Emulsify with Wax?

[62929.]—May another sufferer from rain spotting on maroon add a few remarks to the letters of Dr. A. W. O. Taylor [62854] and Mr. Patrick Schreiber [62901]?

In my case, this did not occur before using a wax polish. I, too, wrote to the makers of the polish and they replied to the effect that they felt sure that if I persisted with the cleaner the spots would disappear. They also remarked that maroon appeared to be a bad-wearing colour. Following their advice, I have found that although the spots can certainly be made less visible by *really hard* work with the cleaner, they cannot be entirely removed and seem to be a permanent fading of the colour. Furthermore, the same "disease" appears *every* time rain lies on the car for any length of time.

The point which strikes me most is how, if the cellulose is completely covered by a protective layer of wax, can rain penetrate it and affect the dye? Is it not possible that the rain, lying in drops, forms an emulsion with the wax and that this acts chemically on the dye? I am sure this matter is worthy of investigation by makers of cellulose and of wax polishes.

It may be of interest to note that I experimented with a well-known brand of wax floor polish (in place of car polish) and no spots appeared!

C. J. WALLIS, M.A. (Camb.).

London, N.W.4.

THE B.R.M.

Youth Not Connected with Disparagement

[62930.]—While being in complete agreement with most of Mr. J. J. Verr's letter [62893], we must take exception to his remark concerning "younger enthusiasts."

It is not a question of age; what it amounts to is whether the enthusiast concerned knows what he is talking about or not. No well-informed person would think of running down the B.R.M. The fault lies, not in the car itself, but in the organization and publicity behind it.

Hitchin, Hertfordshire.

W. S. BOWKER.

M. J. SMART.

One from an Undaunted Supporter

[62931.]—Reference letter [62894], "M. S." is going to make himself ill with all those resentments and frustrations.

Parts 1, 2 and 3 of his letter are no doubt true; as for part 4—go jump in the lake!

E. R. SANDERS.

London, S.W.9.

Immediate Explanation Would Have Helped

[62932.]—In reply to Mr. Raymond Mays' letter [62896] I feel a great mistake was made by not making a straightforward statement on the cause of the failure on the line of the B.R.M.

The reason for the breakdown was given as transmission failure, yet in various press reports the engine started but petered out, which hardly seemed like the first reason given; one or the other was rather a poor excuse.

While wishing Mr. Mays every success that the venture deserves I do feel when so much depends on the public finan-

cial support that it would surely be better if a proper explanation were given in unfortunate circumstances such as these.

CYRIL BAUM.

Broughton Astley, Worcestershire.

BODY SPACE

Has Anything Really Been Achieved?

[62933.]—Many of your readers will dispute the contention expressed in your leading article (September 22) that current designs provide increased body space and room for luggage.

Most modern bodies lack the space which was formerly provided between the rear seat and the backs of the front seats and which is so much missed when extra luggage has to be accommodated.

My 1938 saloon has ample space for a child's high chair or for a cabin trunk on end, while a child can easily stand in the space in front of a passenger's knees.

The versatility of the now rare bottom-hung luggage locker lid is also sorely missed. Prams, bicycles, large trunks and the like simply cannot be carried by the modern car. Lack of headroom can also be criticized.

The sacrifice of these virtues for the small added comfort of inter-axle seating and the limited value of a slightly wider rear seat is regretted by many practical motorists.

Epsom, Surrey.

J. W. WALL.

TRANSMISSION EVOLUTION

New Drivers Will Need Simplicity?

[62934.]—Referring to the above subject (August 25), may I try to dispel the reasons given why a fully automatic control is not required or necessary. The writer may be right when he suggests that the present day knowledgeable driver does not need a gearless transmission; he is now experienced, but the writer is speaking for the experienced only. These drivers will pass on, and those who follow, who will be a great multiple of those gone before, will need a simplified transmission, because it will be their first experience of driving, and they will have no knowledge of gearing, gear-changing and clutches. It must be noted that very few of the public are technically minded, therefore we must ease the effort in trying to learn to drive with safety.

Ease of driving and road safety are the main and most important factors, and if no effort is required other than the use of the accelerator and brake, the driver can concentrate on driving only, without having his mind distracted to reason the why and wherefore.

Salisbury, Wiltshire.

LOUIS LANGFORD.

ROADWORTHINESS

System in Use in South Africa

[62935.]—With reference to "Roadworthiness" (August 4) I should like to point out the system in use in South Africa today.

Any second-hand motor vehicle must possess a roadworthy certificate before it can be sold. Any owner intending to sell his vehicle just drives it into a municipal testing station where steering, lights and brakes are tested.

I think that this is a very good system as those vehicles offered for sale on the second-hand market are the ones most likely to be unroadworthy.

This would involve only a small expenditure as only one testing station, with a small staff, would be necessary for each large district.

Any vehicle disposed of to a garage, however, does not require a roadworthy certificate.

E. L. S.

Wuizenberg, S.A.

T.V. SUPPRESSORS

Illogical Approach to Problem

[62936.]—The effect on car performance of T.V. suppressors is stated officially as being "almost negligible," and it is the last two words that make the average motorist reluctant to fit them. Cars today operate under the handicap of very poor fuel and their owners' objection to fitting another gadget which will impair efficiency is, to my mind, understandable. Private motorists at present outnumber private owners of T.V. sets. It would appear to be illogical to compel a large number of people to reduce the efficiency of a most expensive possession in order to increase the efficiency of the possessions of a relatively small number of people. Such logic is akin to compelling the unfortunate listener to an over-loud wireless set to wear ear plugs. The problem would appear to rest with the inventors of television sets.

L. T. MUNDY.

Hyde, Cheshire.

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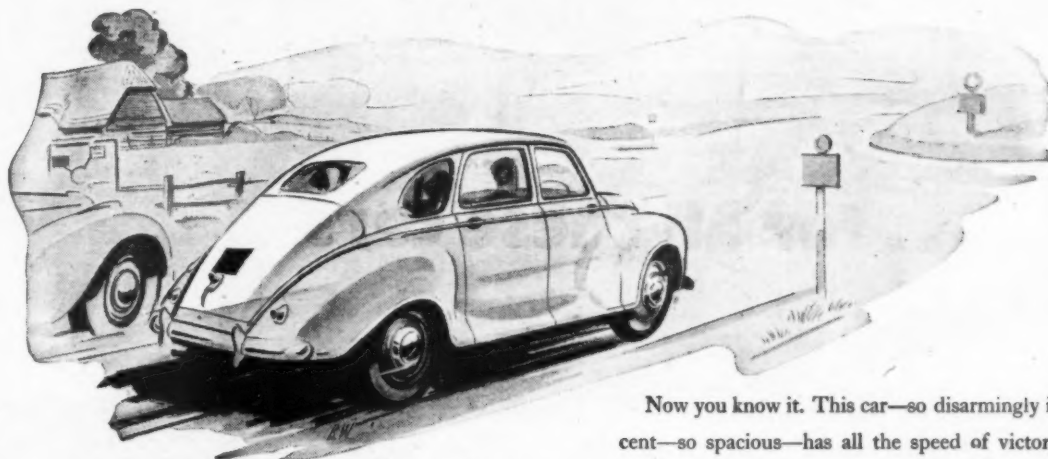
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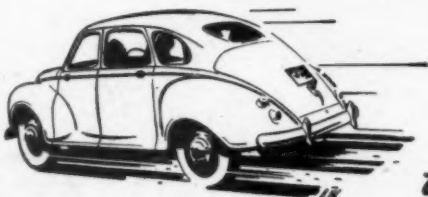
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Now as you inspect her close up, you still think it can't be. She looks so comfortable, even sedate . . . so *harmless* somehow. Can that neat tapering bonnet house such formidable power?

Then you settle down in the deep driving seat and touch the controls . . . and after a while you know this Javelin's been smiling at you all the time because those cars ahead seem almost stationary; and as you glide silently up behind, you realize you're travelling fast — very fast. And you brake . . .

Quickly the needle slips back to 40—yes, you were up in the 70's and the whole car was smooth and steady. *You* didn't even notice. The torsion bar suspension holds you gently to the corners, the road seems velvet smooth, the short neat bonnet lets you see and relax at the same time and the precision steering is just that. It's all so easy in this Javelin.



Now you know it. This car—so disarmingly innocent—so spacious—has all the speed of victory in her veins.

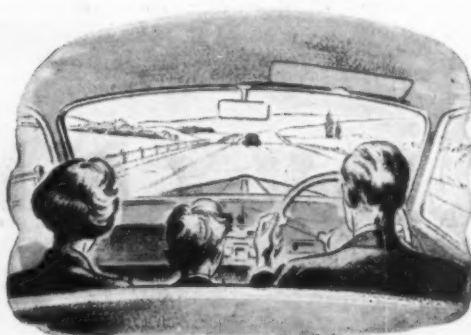
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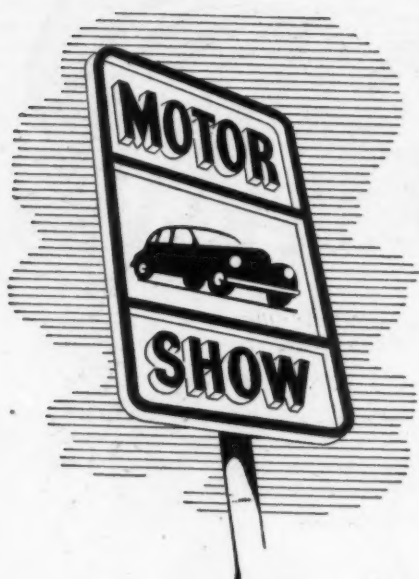
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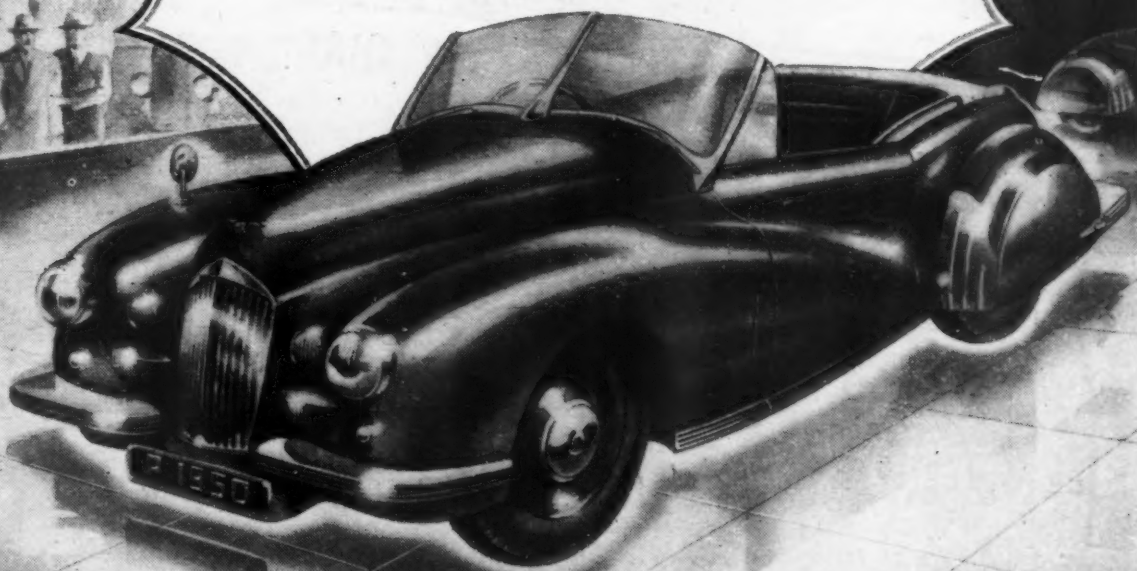
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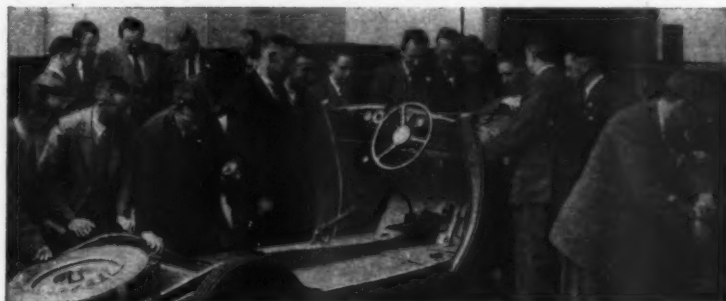
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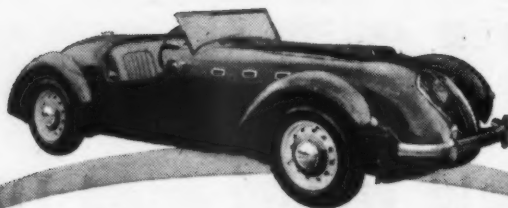
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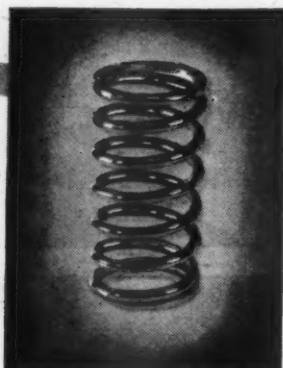
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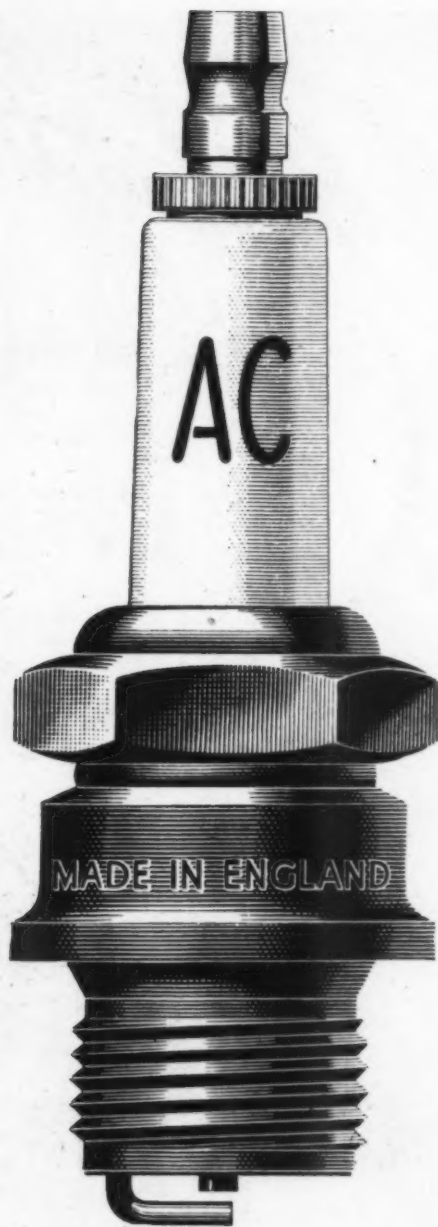
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